

### ATTACHMENT J-3

#### NEPA/404 STEPS, AGREEMENTS, CONCURRENCES, ETC.

This attachment contains the following materials.

- January 29, 2004 letter from the United States Army Corps of Engineers (USACE) to the Federal Highway Administration (FHWA) on the project purpose and need (2 pages)
- January 30, 2004 letter from the United States Environmental Protection Agency (USEPA) to FHWA on the project purpose and need (2 pages)
- October 18, 2004 letter from the USACE to FHWA on the alignment alternatives (2 pages)
- November 4, 2004 letter from the USEPA to FHWA on the alignment alternatives (3 pages)
- October 19, 2005 letter from FHWA to the USACE requesting agreement on the range of alternatives (10 pages)
- October 19, 2005 letter from FHWA to the United States Fish and Wildlife Service (USFWS) requesting agreement on the range of alternatives (10 pages)
- October 19, 2005 letter from FHWA to the USEPA requesting agreement on the range of alternatives (10 pages)
- November 28, 2005 letter from USEPA to FHWA on preliminary agreement on the range of alternatives (2 pages)
- December 8, 2005 letter from USACE to FHWA on preliminary agreement on the range of alternatives (1 page)
- December 9, 2005 letter from USFWS to FHWA on preliminary agreement on the range of alternatives (2 pages)
- September 28, 2007 letter from FHWA to the USACE regarding final agreement on the range of alternatives (5 pages)
- September 28, 2007 letter from FHWA to the USEPA regarding final agreement on the range of alternatives (5 pages)
- September 28, 2007 letter from FHWA to the USFWS regarding final agreement on the range of alternatives (5 pages)
- November 6, 2007 letter from the USFWS to FHWA regarding agreement on the range of alternatives (3 pages)
- December 14, 2007 letter from the USACE to FHWA regarding agreement on the range of alternatives (2 pages)

- December 14, 2007 letter from the USEPA to FHWA regarding agreement on the range of alternatives (2 pages)
- April 10, 2008 letter from the USACE to RCTC regarding jurisdictional waters (20 pages)
- June 22, 2010 letter from Caltrans to USEPA requesting agreement/disagreement on the purpose and need for the Mid County parkway project (2 pages)
- June 22, 2010 letter from Caltrans to USACE requesting agreement/disagreement on the purpose and need for the Mid County parkway project (2 pages)
- June 22, 2010 letter from Caltrans to USFWS requesting agreement/disagreement on the purpose and need for the Mid County parkway project (2 pages)
- Chapter 1.0, Purpose and Need – Modified MCP (34 pages)
- July 15, 2010 letter from USACE to Caltrans regarding agreement/disagreement on the purpose and need for the Mid County Parkway project (2 pages)
- July 19, 2010 letter from USFWS to Caltrans regarding agreement/disagreement on the purpose and need for the Mid County Parkway project (2 pages)
- July 21, 2010 letter from USEPA to Caltrans regarding agreement/disagreement on the purpose and need for the Mid County Parkway project (2 pages)
- December 20, 2010 letter from Caltrans to USACE requesting agreement on the modified range of alternatives (2 pages and the same 17 pages of attachments provided with the December 20, 2010 letter to USFWS, below)
- December 20, 2010 letter from Caltrans to USEPA requesting agreement on the modified range of alternatives (2 pages and the same 17 pages of attachments provided with the December 20, 2010 letter to USFWS, below)
- December 20, 2010 letter from Caltrans to USFWS requesting agreement on the modified range of alternatives (2 pages and 17 pages of attachments)
- January 31, 2011 letter from USEPA to FHWA regarding agreement with the modified range of alternatives (1 page)
- January 31, 2011 letter from USACE to Caltrans regarding agreement with the modified range of alternatives (2 pages)
- January 28, 2011 letter from USFWS to Caltrans regarding agreement with the modified range of alternatives (2 pages)
- December 18, 2013 USACE approval of the Jurisdictional Delineation (8 pages)



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DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

January 29, 2004

REPLY TO  
ATTENTION OF  
Office of the Chief  
Regulatory Branch

Mr. David A. Nicol  
Acting Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, California 95814

RECEIVED  
FEB 02 2004  
RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

Dear Mr. Nicol:

This letter responds to your January 13, 2004 request for the U.S. Army Corps of Engineers to provide our written concurrence on the Purpose and Need Statement for the Community and Environmental Transportation Acceptability Process (CETAP) Cajalco-Ramona Corridor (CRC) project located in western Riverside County, California. Our formal concurrence is being sought by the Federal Highway Administration (FHWA) and Caltrans pursuant to the 1994 California National Environmental Policy Act (NEPA)/Section 404 of the Clean Water Act (CWA) Integration Process Memorandum of Understanding (MOU). Once approved, the CRC purpose statement will also serve as the Corps' "overall project purpose" and accordingly, will be used to help identify practicable alternatives for evaluation in the draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The purpose statement proposes the following language:

*"The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona. More specifically, the selected alternative will:*

- *Provide increased capacity to support the forecast travel demand for the 2030 design year;*
- *Provide limited access;*
- *Provide roadway geometrics to meet State highway design standards;*
- *Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks;*
- *Provide a facility that is compatible with a future multimodal transportation system."*

It is our determination that the concerns raised by the Corps during the CRC interagency Small Working Group meetings and in our written comments on earlier draft versions have been adequately

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addressed in the final statement. Therefore, in accordance with the procedures set forth in the MOU, we offer our concurrence on the CRC Purpose and Need Statement. If you have any questions, please contact Ms. Susan A. DeSaddi of my staff at (213) 452-3412 or at [susan.a.desaddi@usace.army.mil](mailto:susan.a.desaddi@usace.army.mil).

Sincerely,

A handwritten signature in dark ink, appearing to read "Aaron O. Allen". The signature is fluid and cursive, with a large loop at the end.

Aaron O. Allen, Ph.D.  
Acting Chief, Regulatory Branch

Copies Furnished:

U.S. Environmental Protection Agency (Mike Schulz, Steven John, Elizabeth Varnhagen)  
U.S. Fish and Wildlife Service (Doreen Stadtlander)  
Riverside County Transportation Commission (Cathy Bechtel)  
County of Riverside Transportation & Land Management Agency (Richard Lashbrook)  
Caltrans (William Mosby)  
California Department of Fish & Game (Scott Dawson)





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

For/CC: Hides  
Bill H  
Charlie  
Rob  
Bill Mosley

January 30, 2004

David Nicol  
Acting Division Administrator  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814

Subject: Concurrence on the Purpose and Need for the Cajalco Ramona Corridor Project,  
Riverside County, California

Dear Mr. Nicol:

This responds to your letter of January 13, 2004, requesting concurrence from the Environmental Protection Agency (EPA) on the Purpose and Need for the Cajalco Ramona Corridor. This project is part of Riverside County's Community and Environmental Transportation Acceptability Process (CETAP). The request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA concurs with the project Purpose and Need as presented in the document entitled, "Cajalco Ramona Corridor Statement of Purpose and Need," dated January 9, 2004. We support the concise purpose statement presented below, which will be used to help develop and screen the alternatives for further evaluation in an environmental impact statement.

*The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona.*

*More specifically, the selected alternative will:*

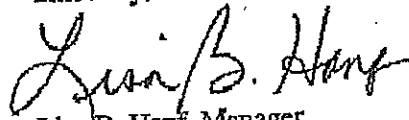
- *Provide increased capacity to support the forecast travel demand for the 2030 design year.*
- *Provide limited access.*
- *Provide roadway geometrics to meet State highway design standards.*
- *Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks.*
- *Provide a facility that is compatible with a future multimodal transportation system.*

-2-

According to Appendix A of the NEPA/404 MOU, the next step in the NEPA/404 Integration Process is to identify a set of criteria that will be used to select the alternatives to evaluate in the Environmental Impact Statement (EIS). It was decided at the Small Working Group meeting held on January 21, 2004, not to take this step at this time. Instead, a subcommittee has been formed that will develop evaluation criteria to compare alternatives in the EIS. \*

We appreciate the opportunity to participate in the NEPA/404 MOU process. If you have any questions, please contact Liz Varnhagen of my staff at (415) 972-3845, [varnhagen.liz@epa.gov](mailto:varnhagen.liz@epa.gov), or Steven John in our Water Division at (213) 452-3806, [john.steven@epa.gov](mailto:john.steven@epa.gov).

Sincerely,



Lisa B. Hanf, Manager  
Federal Activities Office

cc: Susan DeSaddi, Corps of Engineers, Los Angeles  
Doreen Stadlander, U.S. Fish and Wildlife Service, Carlsbad  
Cathy Bechtel, Riverside County Transportation Commission, Riverside  
Marie Petry, Caltrans District 8, San Bernardino



**DEPARTMENT OF THE ARMY**  
 LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
 P.O. BOX 532711  
 LOS ANGELES, CALIFORNIA 90053-2325

October 18, 2004

REPLY TO  
 ATTENTION OF:  
 Office of the Chief  
 Regulatory Branch

**RECEIVED**  
 OCT 21 2004  
 RIVERSIDE COUNTY  
 TRANSPORTATION COMMISSION

Mr. Gene K. Fong  
 Division Administrator  
 U.S. Department of Transportation  
 Federal Highway Administration, California Division  
 650 Capitol Mall, Suite 4-100  
 Sacramento, California 95814

Dear Mr. Fong:

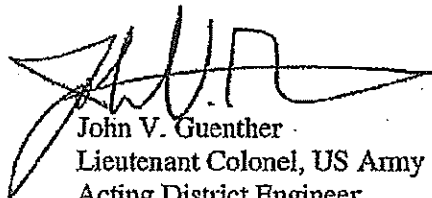
This letter is in response to your request for our preliminary agreement on the proposed alignment alternatives for the Mid-County Parkway (MCP)/Community and Environmental Transportation Acceptability Process (CETAP) project located in western Riverside County, California. Eight alignment alternatives, including the No Action/No Project, have been developed based on existing environmental and engineering constraints occurring within the study area. It is our understanding these alignment alternatives will be presented to the public during the upcoming environmental scoping process in support of the draft Environmental Impact Statement/Environmental Impact Report.

Based on the Alignment Alternatives Narrative, Summary Table, and maps enclosed in your September 20, 2004 request letter, we offer our preliminary agreement on the proposed alignment alternatives pursuant to the provisions of the 1994 National Environmental Policy Act-Clean Water Act Section 404 Integration Process Memorandum of Understanding.

I am forwarding copies of this letter to U.S. Environmental Protection Agency, Mike Schulz, Southern California Field Office, 600 Wilshire Boulevard, Suite 1460, Los Angeles, California 90017; U.S. Fish and Wildlife Service, Doreen Stadlander, Ecological Services, 6010 Hidden Valley Road, Carlsbad, California 92009; Caltrans, District 8, Bill Mosby, 464 West Fourth Street, San Bernardino, California 92401; and Riverside County Transportation Commission, Cathy Bechtel, 4080 Lemon Street, Riverside, California, 92502-2208.

We look forward to our continued involvement with the MCP/CETAP project. If you have any questions, please contact me at (213) 452-3962 or your staff may contact Ms. Susan A. Meyer of my staff at (213) 452-3412. Please refer to this letter and 200100537-SAM in your reply.

Sincerely,



John V. Guenther  
Lieutenant Colonel, US Army  
Acting District Engineer



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

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November 4, 2004

Gene Fong  
Division Administrator  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814

RECEIVED  
NOV 08 2004  
RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

Subject: Preliminary Agreement on the Range of Alignment Alternatives for the Mid-County Parkway, Riverside County, California

Dear Mr. Fong:

This responds to your letter of September 20, 2004, requesting preliminary agreement from the Environmental Protection Agency (EPA) on the Range of Alignment Alternatives for the Mid-County Parkway. This project is part of Riverside County's Community and Environmental Transportation Acceptability Process (CETAP) and was formerly referred to as the Cajalco Ramona Corridor. The request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA offers our preliminary agreement on the range of alternatives as they are presented in the document entitled, "*Mid County Parkway (MCP) Draft Alignment Alternatives*," dated (September 15, 2004). The document describes eight alternatives as follows:

Four alternatives would construct a new six to ten-lane limited-access facility extending from Interstate 15 in the city of Corona in the west, to State Route 79 in the city of San Jacinto in the east.

Alternative 1 - North Lake Mathews/North Perris Alternative  
Alternative 2 - North Lake Mathews/South Perris Alternative  
Alternative 3 - South Lake Mathews/North Perris Alternative  
Alternative 4 - South Lake Mathews/South Perris Alternative

If Alternative 1 or 2 were built, in an alignment north of Lake Mathews, Cajalco Road is not planned to be improved as part of this project. Similarly, if Alternatives 3 and 4 were built, in an alignment south of Lake Mathews, El Sobrante Road would also not be part of this project.

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Two additional alternatives, 5 and 6, would construct a new six- to ten-lane limited-access facility similar to Alternatives 1 through 4 (above) in the eastern half of the corridor; and in the western half, would construct arterial roads consistent with the design concept and scope represented in the Riverside County General Plan Circulation Element (2003). Thus, there would be a six-lane arterial road north of Lake Mathews *and* a four-lane arterial road south of Lake Mathews. Both alternatives include upgrading and realigning the existing roads north and south of Lake Mathews.

Alternative 5 - General Plan/North Perris Alternative  
Alternative 6 - General Plan/South Perris Alternative

Two alternatives will be evaluated in which the proposed six- to ten-lane facility is not constructed at all. Alternative 7, the Existing Conditions alternative, represents Ramona Expressway, Cajalco Road, and El Sobrante Road as they exist today, but assuming other arterial roads in the area are upgraded to what is represented in the Circulation Element. Alternative 8, the General Plan Circulation Element Conditions alternative, is similar to Alternative 7, but includes arterial improvements along the Ramona Expressway, Cajalco Road, and El Sobrante Road that are identified in the Circulation Element.

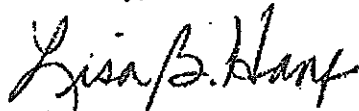
Alternative 7 - No Project/No Action – Existing Conditions Alternative  
Alternative 8 - No Project/No Action – General Plan Circulation Element  
Conditions Alternative

Furthermore, EPA agrees that the study should move forward to evaluate the proposed interchange locations, as presented in *"Mid County Parkway (MCP) Draft Alignment Alternatives,"* which includes connecting with Interstates 15, 215, and State Route 79 as well as major arterials in the study area. We intend to examine the locations and impacts of the proposed interchanges for our final concurrence on project alternatives, subsequent to publication of the Notice of Intent and during formal development of the Draft Environmental Impact Statement as described in Appendix A of the NEPA/404 MOU.

As a next step in the process, EPA looks forward to continued participation in the development of criteria for evaluating alternatives in the Draft Environmental Impact Statement for the selection of the least environmentally damaging practicable alternative (LEDPA). As of the subcommittee meeting that took place on October 20, 2004, this process is already underway.

Thank you for requesting our preliminary agreement on the range of alignment alternatives, under the NEPA/404 MOU. If you have any questions or comments, please feel free to contact Matthew Lakin of my staff at (415) 972-3851 or at [Lakin.Matthew@epa.gov](mailto:Lakin.Matthew@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa B. Hanf". The signature is fluid and cursive, with the first name "Lisa" being more prominent.

Lisa B. Hanf, Manager  
Federal Activities Office  
Cross Media Division

Cc: Cathy Bechtel, Riverside County Transportation Commission, Riverside  
Susan Meyer, Corps of Engineers, Los Angeles  
Doreen Stadlander, U.S. Fish and Wildlife Service, Carlsbad  
Marie Petry, Caltrans District 8, San Bernardino  
Tay Dam, Federal Highway Administration, Los Angeles

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U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
650 Capitol Mall, Suite 4-100  
Sacramento, CA. 95814  
October 19, 2005

RECEIVED  
OCT 21 2005

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION  
IN REPLY REFER TO  
HDA-CA

File # Mid County Parkway Project  
Document # P53367

Col. Richard G. Thompson, District Engineer  
U.S. Army Corps of Engineers  
Los Angeles District  
911 Wilshire Blvd.  
Los Angeles, CA 990017

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid  
County Parkway Project, Riverside County

Dear Col. Thompson:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

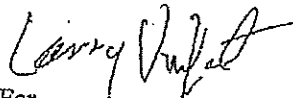
As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).



FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at [tay.dam@fhwa.dot.gov](mailto:tay.dam@fhwa.dot.gov) and/or [larry.vinzant@fhwa.dot.gov](mailto:larry.vinzant@fhwa.dot.gov).

Sincerely,



For  
Gene Fong  
Division Administrator

ATTACHMENT 1  
NOI/NOP  
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	

**ATTACHMENT 2  
SUMMARY OF ALTERNATIVES  
TO MOVE FORWARD INTO TECHNICAL STUDIES**

Alt. No.	Alt. Name	Description	Comments
1 - 1A 1B (formerly Alt 8) 4	No Project/No Action- Existing/Ground Conditions GP Circulation Element Conditions South Lake Mathews/North Perris Alternative	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today 2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison) NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8 Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 <sup>th</sup> , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative. Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative (at Rider Street)	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD amendment. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 <sup>th</sup> , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative. May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD Amendment.
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 6- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	Identified by Caltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placenta Design Variation Alignments.
9 New Alternative	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placenta Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

**ATTACHMENT 2  
SUMMARY OF ALTERNATIVES  
TO MOVE FORWARD INTO TECHNICAL STUDIES**

## ATTACHMENT 3

## SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
3	North Lake Mathews/South Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.

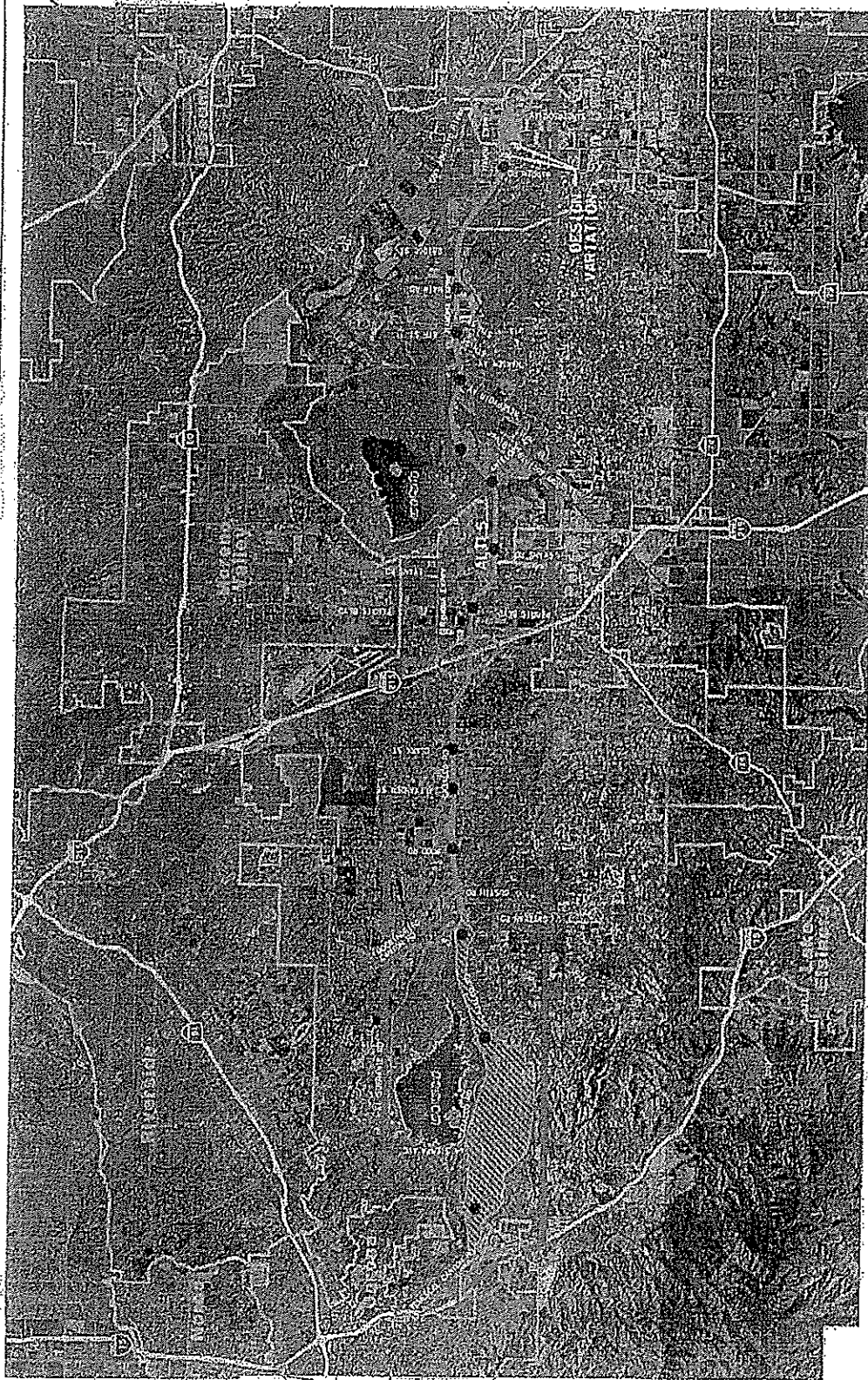
## SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No.	Alt. Name	Description	Comments
8 - (renumbered to refer to as 1B)	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3  
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION  
AND  
SUMMARY OF ALTERNATIVES RENUMBERED







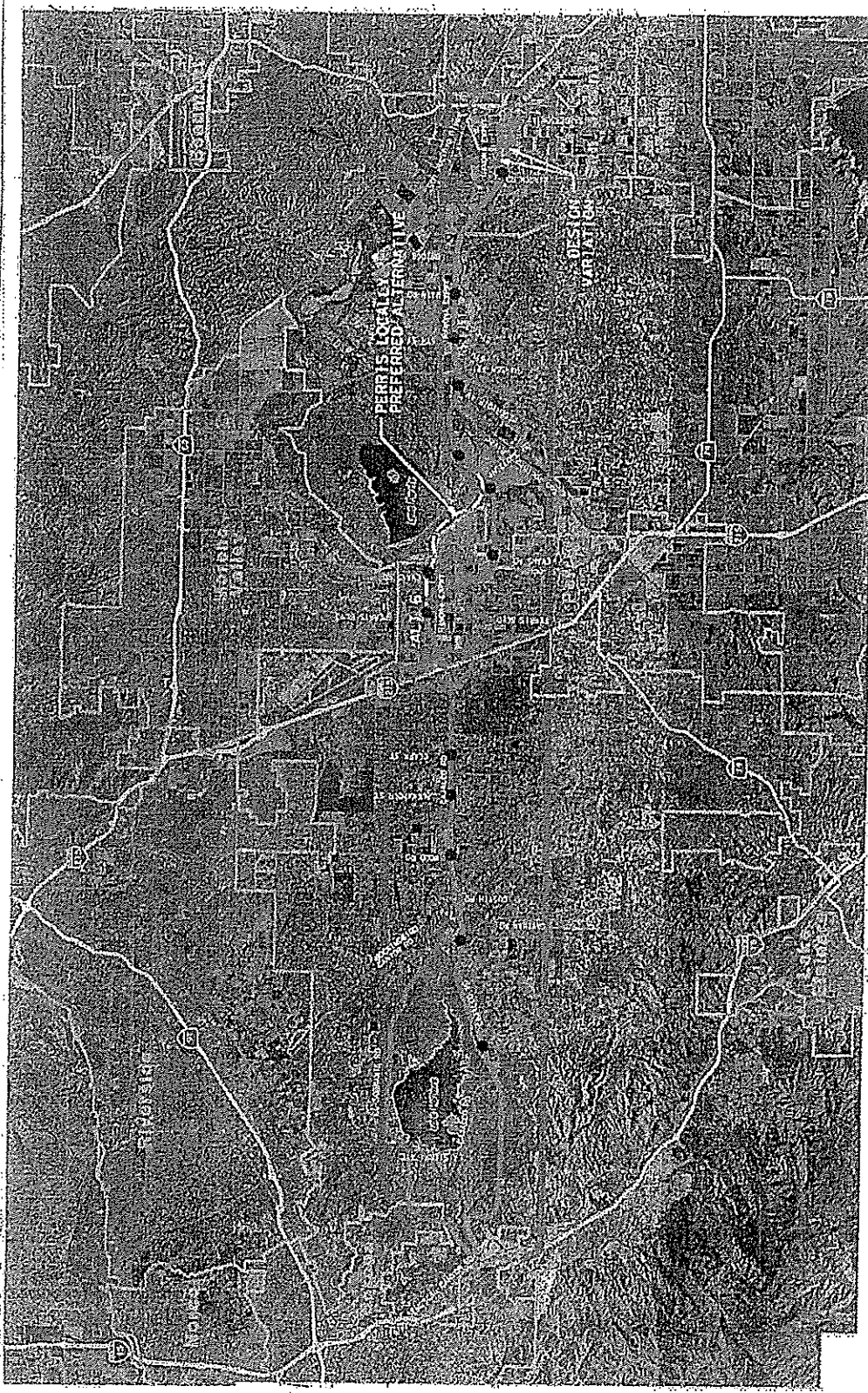
ATTACHMENT 4 - FIGURE B

MID COUNTY PARKWAY  
SOUTH LAKE MATHES/SOUTH FERRIS

LEGEND  
 - - - - - Proposed Highway  
 - - - - - Proposed Highway with Road Right-of-Way  
 - - - - - City Boundary  
 - - - - - State Boundary  
 - - - - - Water Boundary



FOR DISCUSSION  
 PURPOSES ONLY  
 THIS MAP IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



ATTACHMENT 4 - FIGURE C

MID-COUNTY PARKWAY  
ALTERNATIVE 6  
GENERAL PLAN/NORTH PERRIS

FOR DISCUSSION  
PURPOSES ONLY  
NOT TO BE USED FOR CONSTRUCTION

RETO-LAURENCE, CALIF. METRIC SCALE: 1" = 1/2 MILE  
SHEET NO. 1  
SHEET TOTAL: 10  
SHEET NO. 10







ATTACHMENT 4 - FIGURE E

MID COUNTY RAILWAY  
FULL MVD AVOIDANCE ALTERNATIVE  
FAR SOUTH/SOUTH PERRIS

FOR DISCUSSION PURPOSES ONLY  
NOT TO BE USED FOR CONSTRUCTION  
PERRIS



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
650 Capitol Mall, Suite 4-100  
Sacramento, CA. 95814  
October 19, 2005

74525 CB

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OCT 21 2005

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

IN REPLY REFER TO  
HDA-CA

File # Mid County Parkway Project  
Document # P53365

Mr. Jim Bartel, Field Supervisor  
U.S. Department of the Interior  
Fish and Wildlife Service  
Ecological Services  
6010 Hidden Valley Road  
Carlsbad, CA 92009

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid  
County Parkway Project, Riverside County

Dear Mr. Bartel:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

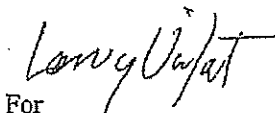
As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).



FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at [tay.dam@fhwa.dot.gov](mailto:tay.dam@fhwa.dot.gov) and/or [larry.vinzant@fhwa.dot.gov](mailto:larry.vinzant@fhwa.dot.gov).

Sincerely,



For  
Gene Fong  
Division Administrator

ATTACHMENT 1  
NOI/NOP  
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	

**ATTACHMENT 2  
SUMMARY OF ALTERNATIVES  
TO MOVE FORWARD INTO TECHNICAL STUDIES**

Alt. No.	Alt. Name	Description	Comments
1- 1A 1B (formerly Alt 8)	No Project/No Action- Existing/Ground Conditions No Project/No Action- GP Circulation Element Conditions South Lake Mathews/North Perris Alternative	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today 2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison) NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8
4			Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 <sup>th</sup> , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
5	South Lake Mathews/South Perris Alternative (at Rider Street)	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD amendment. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 <sup>th</sup> , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 4-lane expressway north of Lake Mathews, and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road and an 8- to 8-lane controlled access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan, but still requires MWD Amendment.
9 New Alternative	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placentia Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Caltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placentia Design Variation Alignments.

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

**ATTACHMENT 2  
SUMMARY OF ALTERNATIVES  
TO MOVE FORWARD INTO TECHNICAL STUDIES**



## ATTACHMENT 3

## SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
3	North Lake Mathews/South Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.

## SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No.	Alt. Name	Description	Comments
8 - (renumbered to refer to as 1B)	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3  
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION  
AND  
SUMMARY OF ALTERNATIVES RENUMBERED

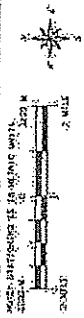






ATTACHMENT 4 - FIGURE B

MID COUNTY PARKWAY  
ALTERNATIVE 3  
SOUTH LAKE HATHENS/SOUTH PERRIS



FOR DISCUSSION  
PURPOSES ONLY  
THIS MAP IS NOT A LEGAL DOCUMENT  
AND SHOULD NOT BE USED FOR THAT PURPOSE

ENCLOSURE

Legend:  
Proposed Right-of-Way  
Existing Right-of-Way  
City Boundary  
County Boundary  
Local Roads  
System Interchanges



MID COUNTY PARKWAY  
ALTERNATIVE &  
GENERAL PLAN/NORTH PERRIS

FOR DISCUSSION. PURPOSES. ONLY

[illegible]

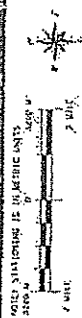
CORTIS  
 CATHARTIC  
 PAIN Locally Perforate Intestines  
 Severe Intestine pain, Vomiting  
 Very Dangerous  
 can pierce even  
 hard tissue  
 System Intoxication





ATTACHMENT 4 - FIGURE D

MID COUNTY PARKWAY  
ALTERNATIVE 7  
GENERAL PLAN/SOUTH, PERRIS



FOR DISCUSSION  
PURPOSES ONLY  
NOT TO BE USED FOR CONSTRUCTION

NOT TO BE USED FOR CONSTRUCTION  
FOR DISCUSSION PURPOSES ONLY



ATTACHMENT 4 - FIGURE 8

MID COUNTY PARKWAY  
FULL-WIDTH AVOIDANCE ALTERNATIVE  
EARLY SOUTH/SOUTH PERMS

FOR DISCUSSION  
PURPOSES ONLY  
NOT A FINAL DESIGN  
10/20/2005

- Legend
- Mid County Parkway
- Full-Width Avoidance Alternative
- Early South/South Perms
- Other Roads
- Other Features
- Other Symbols



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
650 Capitol Mall, Suite 4-100  
Sacramento, CA. 95814  
October 19, 2005

RECEIVED  
OCT 21 2005

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

IN REPLY REFER TO

HDA-CA

File # Mid County Parkway Project  
Document # P53366

Ms. Lisa Hanf  
Federal Activities Office  
U.S. Environmental Protection Agency Region 9  
75 Hawthorne Street  
San Francisco, CA 94105

Subject: Request for Preliminary Agreement on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County

Dear Ms. Hanf:

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (RCTC) have developed a revised range of alternatives for the Mid County Parkway project (formerly known as Cajalco Ramona Corridor) in Riverside County. Pursuant to the National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA requests preliminary agreement on the revised range of alternatives, as shown in the enclosures.

The project team, through the efforts of the Small Working Group (SWG) and SWG Subcommittee, originally identified eight alternatives to be presented to the public and to public agencies during the environmental scoping process, which was initiated in November, 2004. These original eight alternatives are summarized in Attachment 1.

As a result of the public scoping process, initial engineering and environmental studies, value analysis studies conducted by Caltrans, and input received from the Metropolitan Water District and the State Department of Water Resources, FHWA and the transportation agencies are now proposing a revised range of alternatives to be evaluated in the environmental technical studies for the Mid County Parkway. The revised range of alternatives and the rationale for addition, deletion, and modification to the original range of alternatives, along with maps of each alternative is presented in Attachments 2, 3 and 4. Your agency has received a detailed package of information documenting the environmental, engineering, and logistical considerations that were made in developing the revised range of alternatives (information packages distributed by RCTC's consultants on August 10 and October 19, 2005).



FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the Mid County Parkway project. Following your formal preliminary agreement on the revised range of alternatives to be considered during the technical studies, we look forward to continuing to work with you in the analysis of project alternatives. At the conclusion of the technical studies, Chapters 1 and 2 (Purpose and Need and Project Alternatives, respectively) of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) will be circulated to the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service for Final Agreement on Purpose and Need, and Alternatives Selection. Final Agreement is required prior to the development and subsequent circulation of the draft EIS/EIR to the public.

We are requesting your agency's written response on concurrence within 45 days in accordance with the provisions of the MOU. If you have any questions, please contact Tay Dam, Senior Project Development Engineer, at (213) 202-3954 or Larry Vinzant, Senior Environmental Specialist, at (916) 498-5040. You may also contact them via e-mail at [tay.dam@fhwa.dot.gov](mailto:tay.dam@fhwa.dot.gov) and/or [larry.vinzant@fhwa.dot.gov](mailto:larry.vinzant@fhwa.dot.gov).

Sincerely,

  
For

Gene Fong

Division Administrator

ATTACHMENT 1  
NOI/NOP  
ALTERNATIVES SUMMARY

Alt. No.	Alt. Name	Description	Reason for Including/Issues
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**ATTACHMENT 2  
SUMMARY OF ALTERNATIVES  
TO MOVE FORWARD INTO TECHNICAL STUDIES**

Alt. No.	Alt. Name	Description	Comments
1.			
1A	No Project/No Action- Existing/Ground Conditions	2035 traffic on the planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	CEQA No Project Alternative comparing the proposed plan to existing conditions ("plan to ground" comparison)
1B	No Project/No Action- GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, formerly Alternative 8
4	South Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. A portion of the North Lake Perris alignment has been replaced with a design variation adjacent to Lake Perris, named Perris Drain Design Variation Alignment. This portion of the North Lake Perris alignment was replaced due to concerns from DWR regarding proximity to the Lake Perris Dam as stated in a letter dated August 19 <sup>th</sup> , 2005. The portion of the North Lake Perris alignment adjacent to the Lake Perris Dam is the City of Perris's locally preferred alignment. The City of Perris is currently considering the constraints adjacent to the Lake Perris Dam and the information from DWR. Elimination of the North Perris Alignment adjacent to the Lake Perris Dam is pending action by the City of Lake Perris to rescind its designation of the North Perris alignment as their preferred alternative.
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9	Full MWD Avoidance Alternative - Far South/South Perris Alternative (at Rider Street or Placencia Street)	Provide a 4- to 6-lane controlled access facility south of Lake Mathews and south of Mead Valley, and a 6- to 8-lane controlled access facility on the southerly alignment through Perris	Identified by Caltrans Value Analysis process as an MWD reserve avoidance alternative. Replaces Alt 2 and Alt 3. This Alternative has design variations for connection to Perris South Alignment, named Rider and Placencia Design Variation Alignments.

Note: All Build Alternatives have a design variation between Warren Road and SR-79, the new San Jacinto connection to SR-79 Alignment.

**ATTACHMENT 2  
SUMMARY OF ALTERNATIVES  
TO MOVE FORWARD INTO TECHNICAL STUDIES**



## ATTACHMENT 3

## SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

Alt. No.	Alt. Name	Description	Comments
2	North Lake Mathews/North Perris Alternative	Provide a 6- to 8-lane controlled access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input. This alternative was eliminated due to concerns from MWD regarding proximity to the Lake Mathews Dam and MWD facilities as stated in a letter dated May 13th, 2005.
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## SUMMARY OF ALTERNATIVES RENUMBERED

Alt. No.	Alt. Name	Description	Comments
8 - (renumbered to refer to as 1B)	GP Circulation Element Conditions	2035 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan	NEPA No Action Alternative including foreseeable future actions, renumbered to Alternative 1B

ATTACHMENT 3  
SUMMARY OF ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION  
AND  
SUMMARY OF ALTERNATIVES RENUMBERED

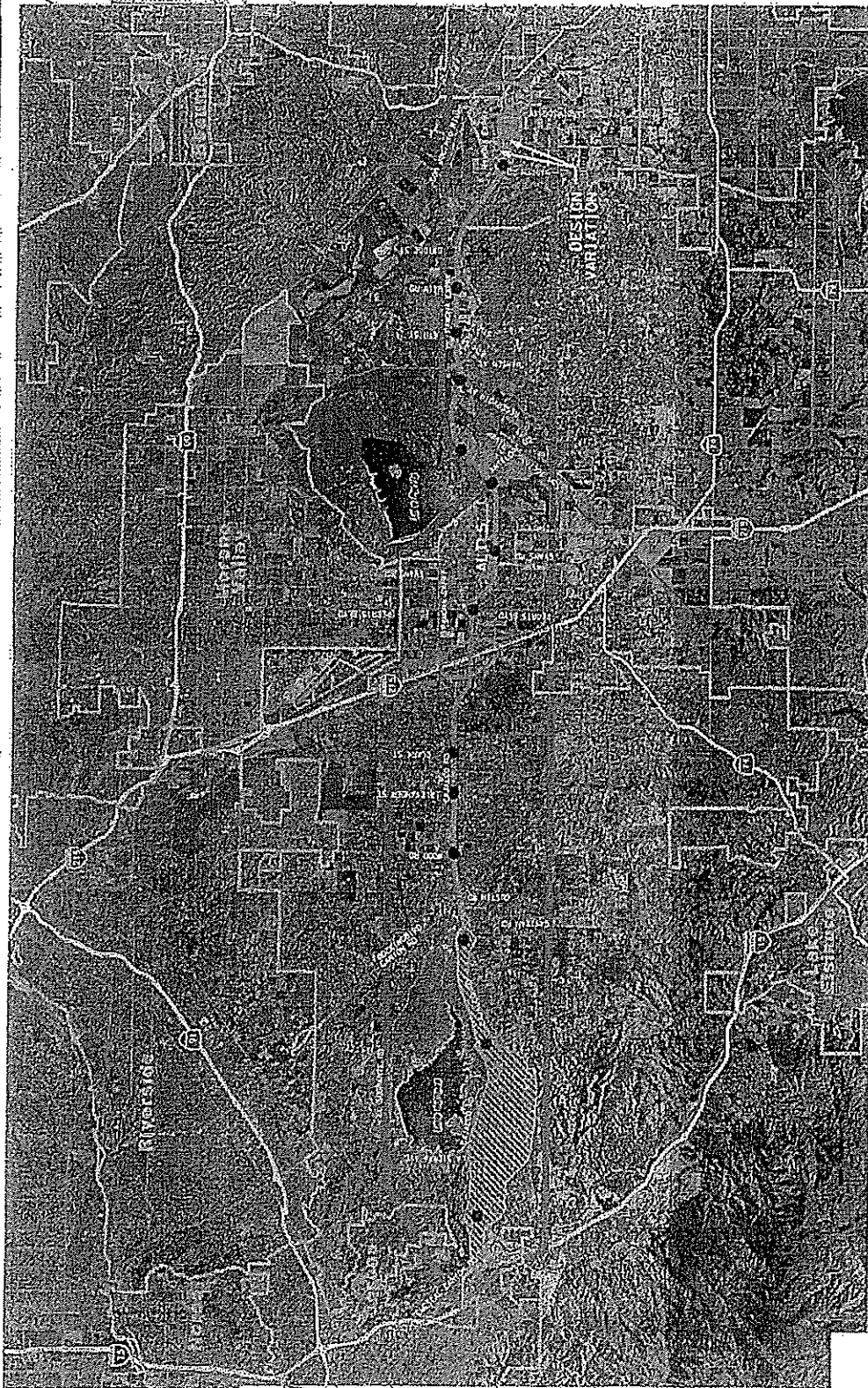


ATTACHMENT 4 - FIGURE A

MID COUNTY PARKWAY  
SOUTH LAKE MATTHEW'S NORTH PERMIS

Legend  
 Proposed Project Area  
 Existing Roadway  
 Proposed Roadway  
 Proposed Roadway with Lane Markings  
 Proposed Roadway with Lane Markings and Sidewalk  
 Proposed Roadway with Lane Markings and Sidewalk and Storm Drainage





ATTACHMENT 4 - FIGURE 3

RID COUNTY PARKWAY  
ALTERNATIVE 3  
SOUTH LAKE MATHEWS/ SOUTH DEBRIS

FOR DISCUSSION  
PURPOSES ONLY  
2017/2018





ATTACHMENT 6 - FIGURE C

MID COUNTY PARKWAY  
PERRIS  
GENERAL PLAN/NORTH PERRIS

FOR DISCUSSION  
PURPOSES ONLY  
9/22/2005

USERS:  
 - Planning Department  
 - Engineering Department  
 - Public Works Department  
 - Planning Commission  
 - City Council  
 - Citizens

WATER RESOURCES DIVISION, SAN JACINTO MOUNTAIN WATER AGENCY



ATTACHMENT 4 - FIGURE D

MID COUNTY PARKWAY  
ALTERNATIVE 7  
GENERAL PLAN/SOUTH PERMITS

FOR DISCUSSION PURPOSES ONLY

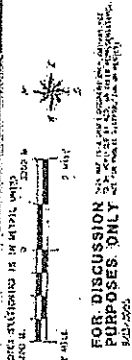
NOTE: All numbers are 7 digit and have a 9 in front of the area number.





ATTACHMENT 4 - FIGURE E

MID COUNTY PARKWAY  
FULL WAD AVOIDANCE ALTERNATIVE 6  
FAR SOUTH/SOUTH PERRIS



- LEGEND
- Proposed Right of Way
  - Proposed Roadway
  - Proposed Interchange and Lane Markings
  - Proposed Bridge
  - Proposed Tunnel
  - Proposed Viaduct
  - Proposed Overpass
  - Proposed Underpass
  - Proposed Drainage
  - Proposed Erosion Control
  - Proposed Land Use
  - Proposed Wetlands
  - Proposed Cultural Resources
  - Proposed Historical Resources
  - Proposed Archaeological Resources
  - Proposed Paleontological Resources
  - Proposed Biological Resources
  - Proposed Geographical Resources
  - Proposed Geological Resources
  - Proposed Geomorphological Resources
  - Proposed Hydrological Resources
  - Proposed Meteorological Resources
  - Proposed Oceanographic Resources
  - Proposed Atmospheric Resources
  - Proposed Environmental Resources
  - Proposed Socioeconomic Resources
  - Proposed Cultural Resources
  - Proposed Historical Resources
  - Proposed Archaeological Resources
  - Proposed Paleontological Resources
  - Proposed Biological Resources
  - Proposed Geographical Resources
  - Proposed Geological Resources
  - Proposed Geomorphological Resources
  - Proposed Hydrological Resources
  - Proposed Meteorological Resources
  - Proposed Oceanographic Resources
  - Proposed Atmospheric Resources
  - Proposed Environmental Resources
  - Proposed Socioeconomic Resources



FOR DISCUSSION PURPOSES ONLY  
NOT TO BE USED FOR ANY OTHER PURPOSES  
DATE: 10/1/2003



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105-3901

74997 CB

RECEIVED  
DEC 12 2005

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

November 28, 2005

Gene Fong  
Division Administrator  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814

Subject: Request for Preliminary Agreement on the Revised Range of Alternatives for the  
Mid County Parkway Project, Riverside County, California

Dear Mr. Fong:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Highway Administration's (FHWA) request for preliminary agreement on the revised range of alternatives for the Mid County Parkway (MCP) Project in Riverside County, California, sent October 19, 2005. This request is pursuant to Appendix A of the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA offers our preliminary agreement on the revised range of alternatives, as described in the *MCP Alternatives Refinement Recommendation*, dated October 10, 2005, and the accompanying maps, letters, and alignment comparison matrices. EPA commends the project sponsors, Riverside County Transportation Corporation, California Department of Transportation, and FHWA, for their detailed quantification of potential environmental impacts, as shown in Attachment 6, as well as their thorough description of constraints, anticipated traffic needs for Cajalco Road, and logical termini for the Far South Alignment.

As noted in our previous letter of preliminary agreement on the range of alternatives (November 4, 2004), EPA agrees that the MCP Project Team should evaluate the proposed interchange locations, as depicted in Figures E, F, G, H, I, and J, and including those listed in Table 2 of the *MCP Alternatives Refinement Recommendation*. We intend to examine the locations and impacts of the proposed interchanges prior to our final concurrence on project alternatives under the NEPA/404 MOU.

EPA appreciates the opportunity for early involvement in the development of this project and looks forward to continued review of technical studies related to the development of the Draft Environmental Impact Statement as the next step in the NEPA/404 integration process. If you have any questions, please contact me or Matthew Lakin of my staff at (415) 972-3851 or Lakin.Matthew@epa.gov.

Sincerely,



for Duane James, Manager  
Environmental Review Office  
Communities and Ecosystems Division

Cc: Tay Dam, Federal Highway Administration  
Cathy Bechtel, Riverside County Transportation Commission  
Susan Meyer, Army Corps of Engineers  
Doreen Stadlander, U.S. Fish and Wildlife Service  
Marie Petry, Caltrans District 8





DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

December 8, 2005

REPLY TO:  
ATTENTION OF:  
Regulatory Branch

Mr. Gene K. Fong  
Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
California Division  
650 Capitol Mall, Suite 4-100  
Sacramento, California 95814

Dear Mr. Fong:

This letter responds to your request dated October 19, 2005 and received in our office October 21, 2005 for the U.S. Army Corps of Engineers to provide our preliminary agreement on the revised range of alternatives to be evaluated in the environmental technical studies for the Environmental Impact Statement/Environmental Impact Report ("EIS/EIR") for the Mid County Parkway Project, located in western Riverside County, California. As a cooperating agency on the preparation of the draft EIS/EIR, we have an interest in and responsibility to ensure that the range of alternatives is reasonable and aptly robust to enable sound decisions for both the National Environmental Policy Act evaluation process as well as the Clean Water Act Section 404(b)(1) alternatives analysis.

In consideration of the preliminary aquatic resources data, the engineering and logistical constraints, and other relevant project information provided to us in October 2005, we offer our preliminary agreement on the range of alternatives that will undergo technical evaluation. This preliminary agreement is provided in accordance with the 1994 NEPA/404 Integration Process Memorandum of Understanding.

If you have any questions, please contact Ms. Susan A. Meyer of my staff at (213) 452-3412. Please refer to this letter and 200100537-SAM in your reply.

Sincerely,

**"ORIGINAL SIGNED BY"**

David J. Castanon  
Chief, Regulatory Branch

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# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
 Carlsbad Fish and Wildlife Office  
 6010 Hidden Valley Road  
 Carlsbad, California 92011



RECEIVED  
 DEC 12 2005

RIVERSIDE COUNTY  
 TRANSPORTATION COMMISSION

In Reply Refer To:  
 FWS-WRIV-4214.4

Mr. Gene F. Fong  
 Division Administrator  
 Federal Highway Administration  
 650 Capitol Mall, Suite 4-100  
 Sacramento, California 95814

DEC 9 2005

Re: Preliminary Agreement Pursuant to the NEPA/404 MOU Process on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County, California

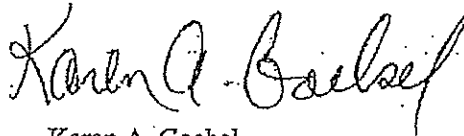
Dear Mr. Fong:

This letter responds to your letter of October 19, 2005, requesting preliminary agreement in writing, pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU process) projects in Arizona, California, and Nevada, on the revised range of alternatives for the Mid County Parkway project. As we indicated to you in letter dated September 28, 2004, our agency rejoined this integration process for the subject project after workload constraints associated with the processing of the incidental take permit for the Western Riverside County Multiple Species Habitat Conservation Plan ended. Nonetheless, after taking part in several meetings before and after our September letter, it became clear that substantial progress and project development had occurred during our extended absence. Because the concurrence points prescribed in the NEPA/404 MOU are predicated on one another and we were not involved in developing the purpose and need statement or the preliminary project alternatives, we believe that the planning effort has advanced beyond the point where our formal concurrence would facilitate the integration process anticipated in the NEPA/404 MOU. Consequently, and as we indicated verbally in meetings (i.e., informal meeting with the Riverside County Transportation Commission (RCTC) and California Department of Fish and Game on September 14, 2004; Small Working Group meetings on August 18, and September 21, 2004) and on conference calls (i.e., RCTC on October 17, 2005), our agency is participating only on an informal basis in the NEPA/404 MOU process. We will continue to provide technical assistance when requested, particularly in relation to potential project-related effects to federally listed species and existing habitat conservation plans.

TAKE PRIDE  
 IN AMERICA

We look forward to informally assisting your agency and the local project sponsor, RCTC, in the transportation planning process. If you have any question regarding this letter, please contact Doreen Stadlander of this office at (760) 431-9440.

Sincerely,

A handwritten signature in cursive script, reading "Karen A. Goebel".

Karen A. Goebel  
Assistant Field Supervisor

cc:

Susan Meyer, ACOE, Los Angeles, CA  
Steven John, EPA, Los Angeles, CA  
Matthew Lakin, EPA, San Francisco, CA  
Cathy Bechtel, RCTC, Riverside, CA  
Marie Petry, Caltrans, San Bernardino, CA



**U.S. DEPARTMENT OF TRANSPORTATION**

FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION/Los Angeles Metro Office  
888 S. Figueroa, Suite 1850  
Los Angeles, CA. 90017

September 28, 2007

IN REPLY REFER TO

HDA-CA

File #: 08-RIV- Mid County Parkway

Document #: P57714

Col Thomas H. Magness, IV, District Commander  
U.S. Army Corps of Engineers, Los Angeles District  
911 Wilshire Boulevard  
Los Angeles, CA 90017

Subject: Request for Final Agreement on the Range of Alternatives for the Mid County  
Parkway Project, Riverside County

Dear Col Magness:

The Federal Highway Administration (FHWA), the California Department of Transportation, the Riverside County Transportation Commission, and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have evaluated a suite of alternatives for the MCP in Riverside County. Draft technical studies have been completed and provided to the partner agencies for their review. Based on the findings of the technical studies, FHWA is requesting final agreement on the range of alternatives to be carried forward in the Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the MCP project.

The two No Build/No Action and five Build Alternatives under evaluation (Alternatives 1A, 1B, 4, 5, 6, 7, and 9) were developed through a collaborative process with the SWG following the National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Integration Process, pursuant to the 1994 Memorandum of Understanding (MOU). These alternatives are described in the attached table and shown on the attached map. They are intended to provide a reasonable range of alternatives that address the Purpose and Need for the project and meet the requirements for alternatives analysis under applicable federal and state laws and regulations. All alternatives considered have undergone close scrutiny and modification with the most recent refinement resulting in avoidance of the El Sobrante Landfill Multi-Species Habitat Conservation Plan westerly reserve area.

Key milestone actions to date for this Executive Order 13274 project include execution of an interagency partnering agreement (October 2003), concurrence on Purpose and Need (January 2004), preliminary agreement on an initial suite of alternatives (November 2004), consensus on evaluation criteria for selection of a preferred alternative (December 2004), and preliminary agreement on a revised suite of alternatives (November 2005).

Attached are the Alignment Alternatives Table, the Alternative Impact Summary Table, and the Alternatives Layout Plans developed for the MCP project by the SWG. For each attachment,

**MOVING THE  
AMERICAN  
ECONOMY**



information is summarized from the MCP technical studies. Based on the attached information, the environmental technical studies, as well as the ongoing engineering studies, we believe that all of the proposed Build Alternatives (4, 5, 6, 7, and 9) are feasible and reasonable. FHWA is hereby requesting final concurrence from the U.S. Army Corps of Engineers that the above-mentioned alternatives to be evaluated in the Draft EIR/EIS represent a reasonable range of alternatives in accordance with provisions of NEPA and consistent with those previously agreed to by the collaborative SWG agencies in November 2005.

FHWA greatly appreciates your ongoing involvement in the MCP project. We are requesting your agency's written response within 45 days in accordance with the MOU. If you have any questions regarding our request, please contact Tay Dam at (213) 202-3954 or e-mail at [tay.dam@fwaha.dot.gov](mailto:tay.dam@fwaha.dot.gov).

Sincerely,

*/s/ David Tedrick*

For  
Gene K. Fong  
Division Administrator

Enclosures:

MCP Alignment Alternatives Table  
MCP Alternative Impact Summary Table  
MCP All Alternative Layout Plans

cc: (email)

Maiser Khaled/FHWA

David Tedrick, FHWA

Larry Vinzant, FHWA

Tay Dam, FHWA

Edrie Vinson, FHWA

Carol Braegelmann, FHWA

Lisa Hanf, U.S. Environmental Protection Agency, Region 9

James Bartel, U.S. Fish and Wildlife Service, Carlsbad Field Office

Hideo Sugita/RCTC

Mark Massman/RCTC

Cathy Bechtel/RCTC

Michael Perovich/Caltrans District 8

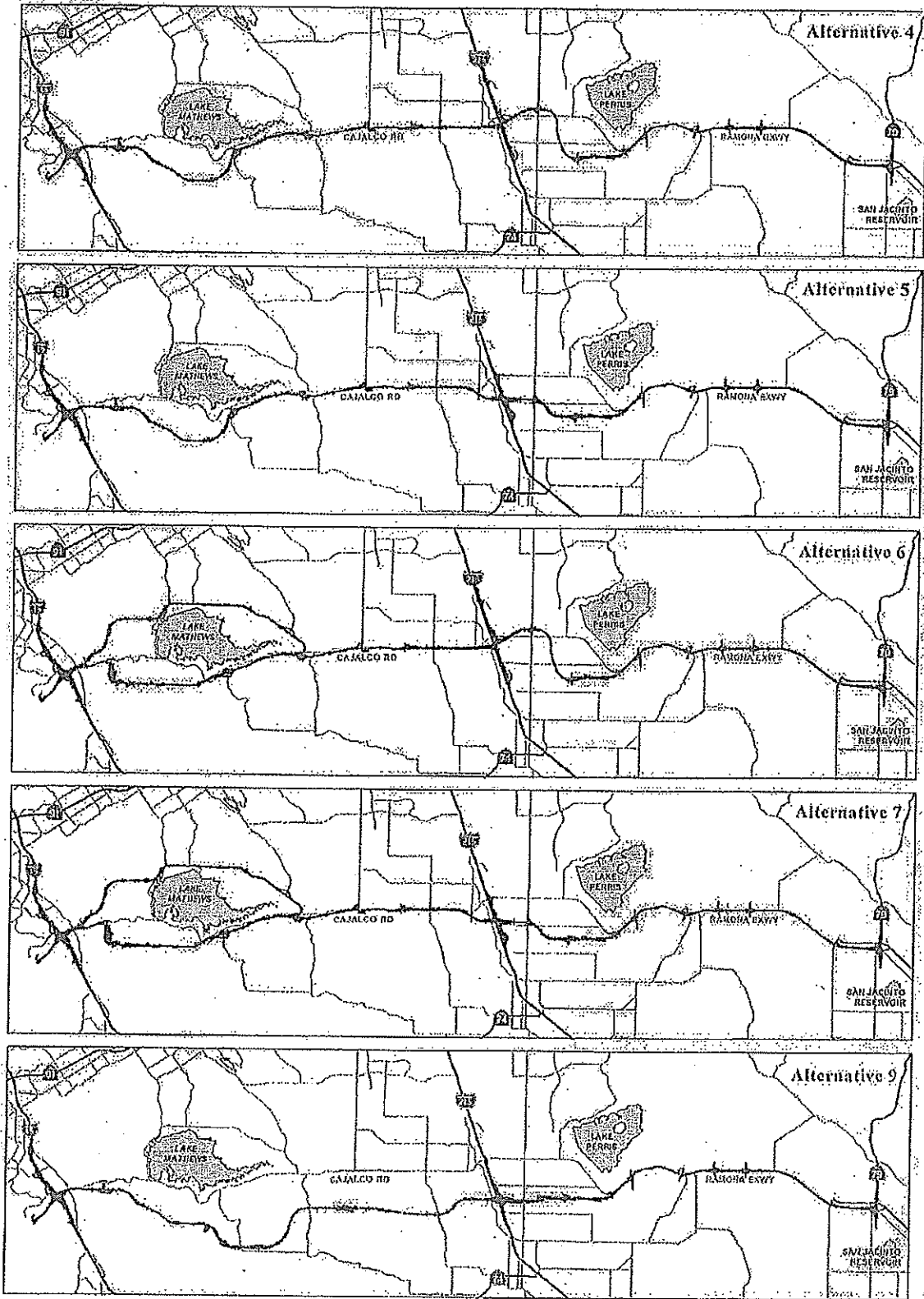
Nassim Elias/Caltrans District 8

Marie Petry/Caltrans District 8



Mid County Parkway Alignment Alternatives Table

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1A	No Project/No Action; Existing Ground Conditions	2035 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today.	Identified through initial planning.
1B	No Project/No Action; GP Circulation Element Conditions	2035 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan.	Identified through initial planning and renumbered from Alternative 8 to Alternative 1B.
4	South Lake Mathews/North Perris (Drain) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
5	South Lake Mathews/South Perris (Rider Street) Alternative	Provide a 6- to 8-lane controlled access parkway located south of Lake Mathews and follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
6	General Plan/North Perris (Drain) Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new 6- to 8-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a northern alignment through the city of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005.
7	General Plan/South Perris Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a southern alignment through the city of Perris along Rider Street.	Identified through initial planning.
9	Far South/Placentia Avenue Alternative	Provide a 4- to 6-lane controlled-access parkway south of both Lake Mathews and Mead Valley and a 6- to 8-lane controlled-access parkway between Old Elsinore Road and I-215 and a 6- to 8-lane controlled-access parkway between I-215 and SR-79	Identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005 to avoid the Metropolitan Water District of Southern California (Metropolitan) Habitat Conservation Plan (HCP) Reserve.



SOURCE: TDM (N06), Jacobs Engineering (02/02/03)



0 262 521 1048 Kilometers  
0 1.625 3.25 6.5 Miles

Alternatives 4, 5, 6, 7 and 9

KP 00051.0 (0.001, 0.001, 0.001) EX 03-07-100



03/03/11/118, Final N06 map, all alternatives, 02/02/03 (9-10-2003)

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**U.S. DEPARTMENT OF TRANSPORTATION**

FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION/Los Angeles Metro Office  
888 S. Figueroa, Suite 1850  
Los Angeles, CA. 90017

September 28, 2007

IN REPLY REFER TO

HDA-CA

File #: 08-RIV- Mid County Parkway

Document #: P57715

Ms. Lisa Hanf  
Federal Activities Office  
U.S. Environmental Protection Agency Region 9  
75 Hawthorne Street  
San Francisco, CA 94105

Subject: Request for Final Agreement on the Range of Alternatives for the Mid County  
Parkway Project, Riverside County

Dear Ms. Hanf:

The Federal Highway Administration (FHWA), the California Department of Transportation, the Riverside County Transportation Commission, and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have evaluated a suite of alternatives for the MCP in Riverside County. Draft technical studies have been completed and provided to the partner agencies for their review. Based on the findings of the technical studies, FHWA is requesting final agreement on the range of alternatives to be carried forward in the Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the MCP project.

The two No Build/No Action and five Build Alternatives under evaluation (Alternatives 1A, 1B, 4, 5, 6, 7, and 9) were developed through a collaborative process with the SWG following the National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Integration Process, pursuant to the 1994 Memorandum of Understanding (MOU). These alternatives are described in the attached table and shown on the attached map. These alternatives are intended to provide a reasonable range of alternatives that address the Purpose and Need for the project and meet all requirements for alternatives analysis under applicable federal and state laws and regulations. All alternatives have undergone close scrutiny and modification with the most recent refinement resulting in avoidance of the El Sobrante Landfill Multi-Species Habitat Conservation Plan westerly reserve area.

Key milestone actions to date for this Executive Order 13274 project include execution of an interagency partnering agreement (October 2003), concurrence on Purpose and Need (January 2004), preliminary agreement on an initial suite of alternatives (November 2004), consensus on evaluation criteria for selection of a preferred alternative (December 2004), and preliminary agreement on a revised suite of alternatives (November 2005).

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ECONOMY**

Attached are the Alignment Alternatives Table, the Alternative Impact Summary Table, and the Alternatives Layout Plans developed for the MCP project by the SWG. For each attachment, information is summarized from the MCP technical studies. Based on the attached information, the environmental technical studies, as well as ongoing engineering studies, we believe that all of the proposed Build Alternatives (4, 5, 6, 7, and 9) are feasible and reasonable. FHWA is hereby requesting final concurrence from the U.S. Environmental Protection Agency that the above-mentioned alternatives to be evaluated in the Draft EIR/EIS represent a reasonable range of alternatives in accordance with provisions of NEPA and consistent with those previously agreed to by the collaborative SWG agencies in November 2005.

FHWA greatly appreciates your ongoing involvement in the MCP project. We are requesting your agency's written response within 45 days in accordance with the MOU. If you have any questions regarding our request, please contact Tay Dam at (213) 202-3954 or e-mail at [tay.dam@fwaha.dot.gov](mailto:tay.dam@fwaha.dot.gov).

Sincerely,

*/s/ David Tedrick*

For  
Gene K. Fong  
Division Administrator

Enclosures:

MCP Alignment Alternatives Table  
MCP Alternative Impact Summary Table  
MCP All Alternative Layout Plans

cc: (email)

Maiser Khaled/FHWA

David Tedrick, FHWA

Larry Vinzant, FHWA

Tay Dam, FHWA

Edrie Vinson, FHWA

Col. Thomas H. Magness, IV, U.S. Army Corps of Engineers, L.A. District

James Bartel, U.S. Fish and Wildlife Service, Carlsbad Field Office

Hideo Sugita/RCTC

Mark Massman/RCTC

Cathy Bechtel/RCTC

Michael Perovich/Caltrans District 8

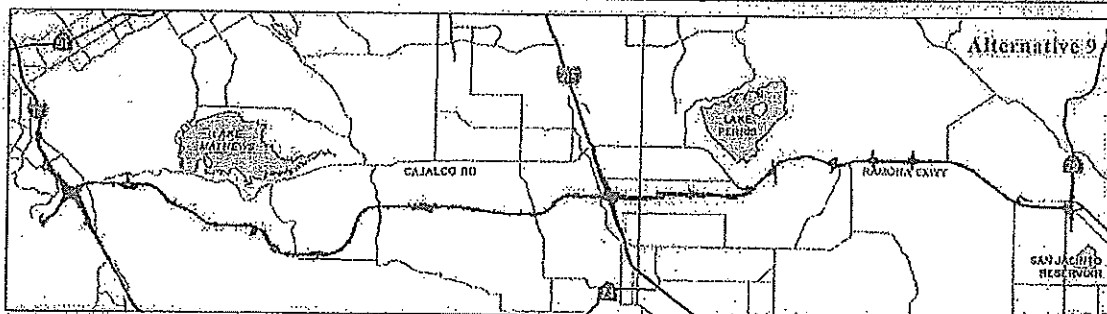
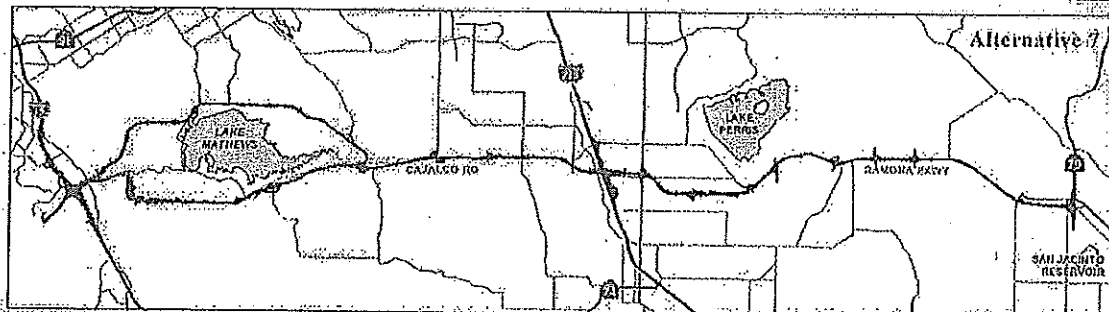
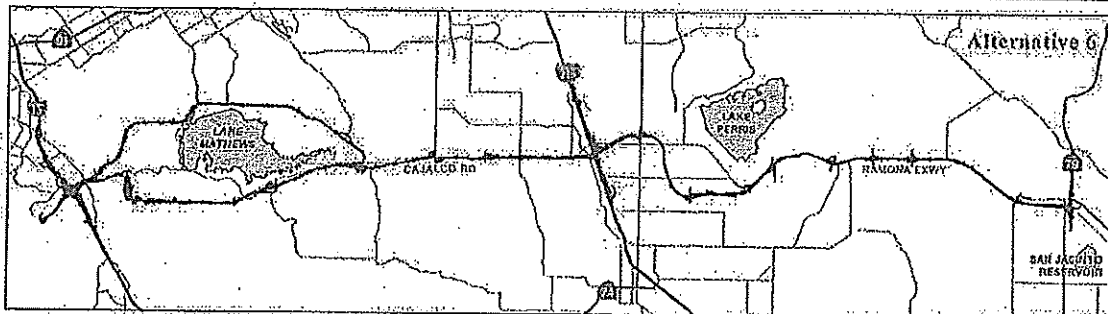
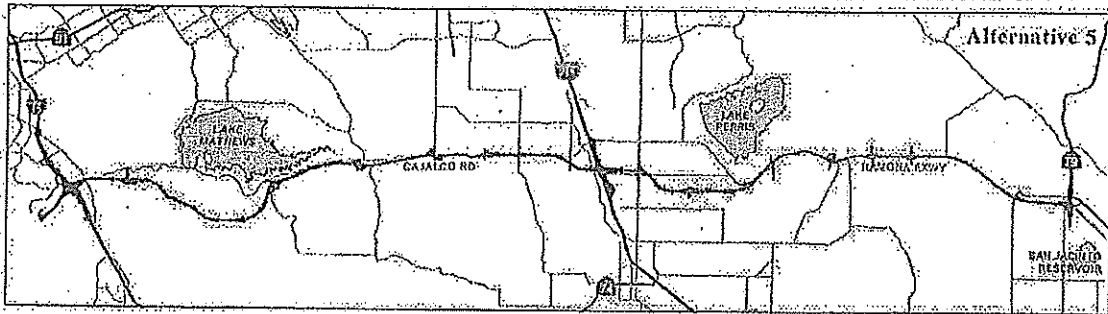
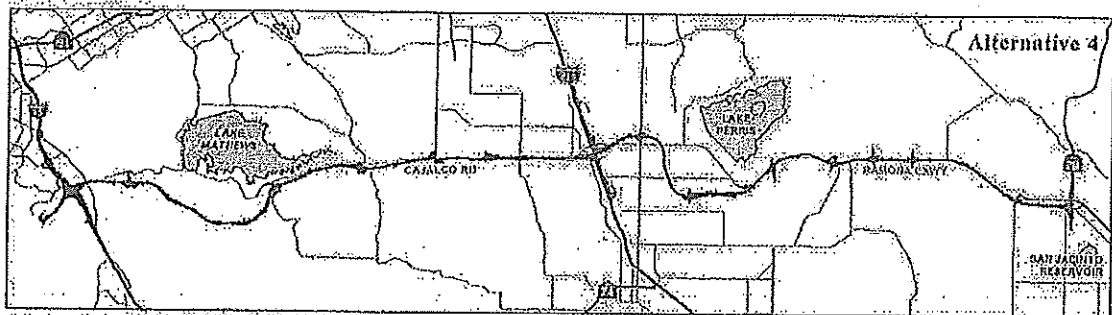
Nassim Elias/Caltrans District 8

Marie Petry/Caltrans District 8

Mid County Parkway Alignment Alternatives Table

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SOURCE: TQM (2006), Jacobs Engineering (020902).



0 2.62 5.24 10.48 Kilometers  
0 1.625 3.25 6.5 Miles

Alternatives 4,5,6,7 and 9

KP 00010 07M 0001.73 EA 03-083207



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**U.S. DEPARTMENT OF TRANSPORTATION**

FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION/Los Angeles Metro Office

888 S. Figueroa, Suite 1850

Los Angeles, CA. 90017

September 28, 2007

IN REPLY REFER TO

**HDA-CA**

File #: 08-RIV- Mid County Parkway

Document #: P57716

Mr. Jim Bartel, Field Supervisor  
U.S. Department of the Interior  
Fish and Wildlife Service  
Ecological Services  
6010 Hidden Valley Road  
Carlsbad, CA 92009

Subject: Request for Final Agreement on the Range of Alternatives for the Mid County  
Parkway Project, Riverside County

Dear Mr. Bartel:

The Federal Highway Administration (FHWA), the California Department of Transportation, the Riverside County Transportation Commission, and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have evaluated a suite of alternatives for the MCP in Riverside County. Draft technical studies have been completed and provided to the partner agencies for their review. Based on the findings of the technical studies, FHWA is requesting final agreement on the range of alternatives to be carried forward in the Environmental Impact Report/Environmental Impact Statement (EIS/EIR) for the MCP project.

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**MOVING THE**  
**AMERICAN**  
**ECONOMY**



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FHWA greatly appreciates your ongoing involvement in the MCP project. We are requesting your agency's written response within 45 days in accordance with the MOU. If you have any questions regarding our request, please contact Tay Dam at (213) 202-3954 or e-mail at [tay.dam@fwha.dot.gov](mailto:tay.dam@fwha.dot.gov).

Sincerely,

*/s/ David Tedrick*

For  
Gene K. Fong  
Division Administrator

Enclosures:

MCP Alignment Alternatives Table  
MCP Alternative Impact Summary Table  
MCP All Alternative Layout Plans

cc: (email)

Maiser Khaled/FHWA

David Tedrick, FHWA

Larry Vinzant, FHWA

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Col. Thomas H. Magness, IV, U.S. Army Corps of Engineers, L.A. District

Lisa Hanf, U.S. Environmental Protection Agency, Region 9

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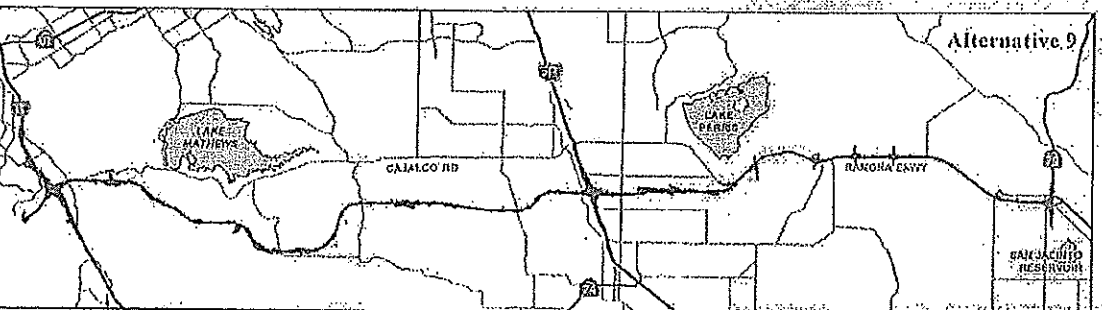
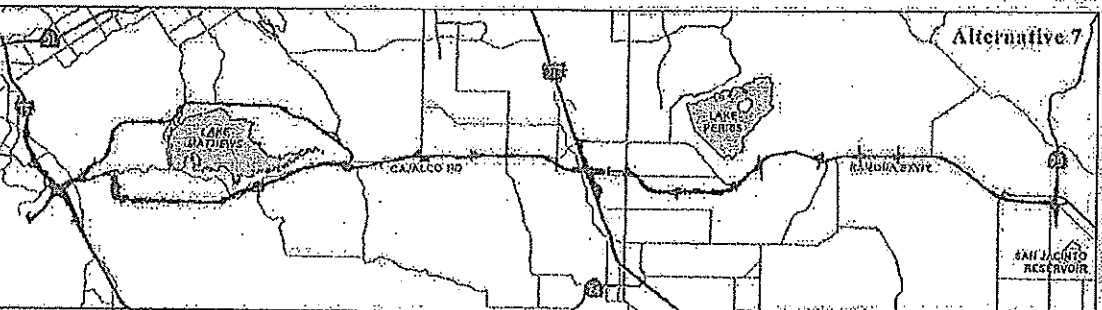
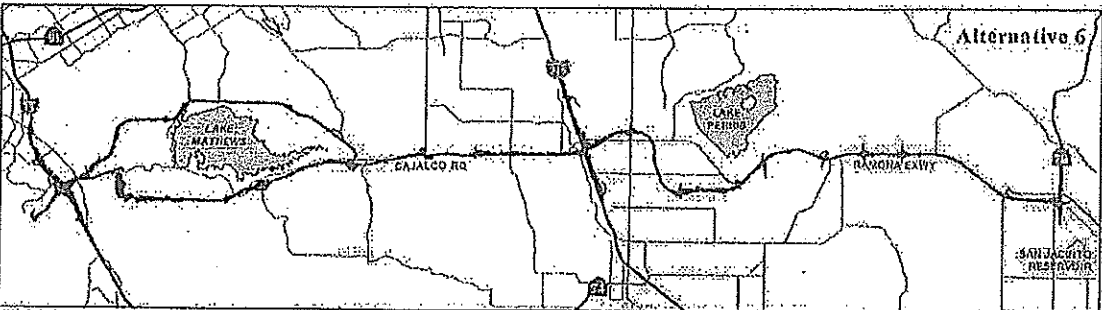
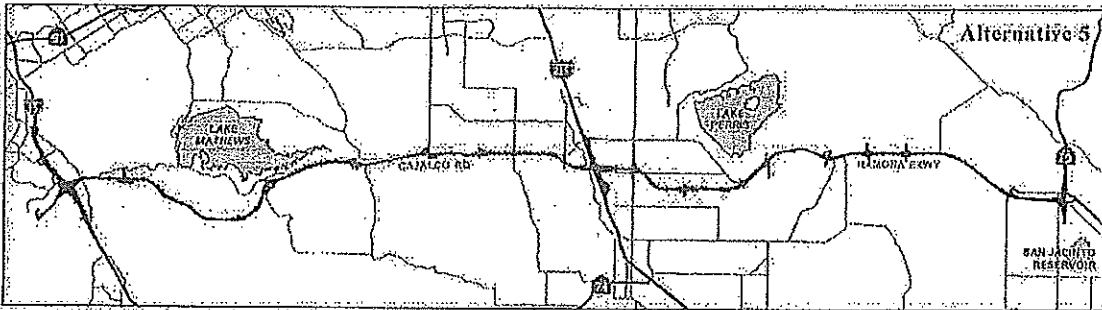
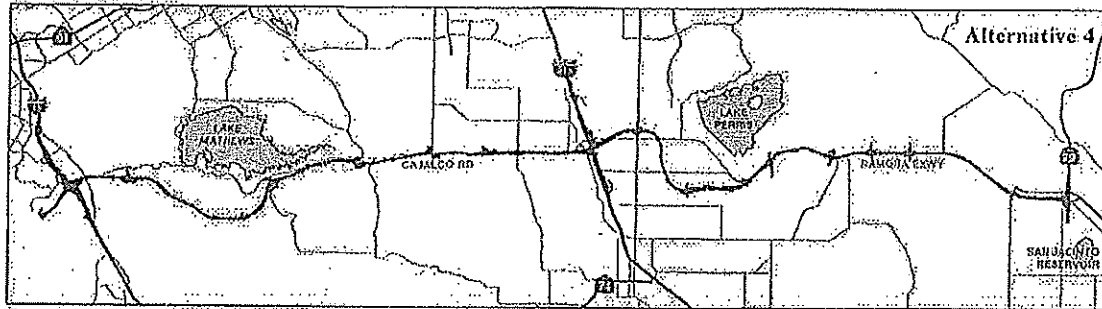
Michael Perovich/Caltrans District 8

Nassim Elias/Caltrans District 8

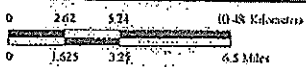
Marie Petry/Caltrans District 8

Mid County Parkway Alignment Alternatives Table

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SOURCE: TDM (2003), Ecology Engineering (02/2003)



ENCLOSURE 2: Alternative 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Alternatives 4, 5, 6, 7 and 9

XP 005100M0031.7) RA 03-03200





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82162 CB, GQ,  
MM, HS



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road  
Carlsbad, California 92011



In Reply Refer To:  
FWS-WRIV-08B0080/08FA0004

RECEIVED  
NOV 06 2007

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

Gene F. Fong  
Division Administrator  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, California 95814

Subj: Mid County Parkway Range of Alternatives, Riverside County, California

Dear Mr. Fong:

This letter responds to your request dated September 28, 2007, for formal and final agreement on the range of alternatives for the Mid County Parkway project pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU). Because the concurrence points prescribed in the NEPA/404 MOU are predicated on one another and we were not involved in developing purpose and need or project alternatives, our previous correspondence indicated that our agency would not participate in the formal concurrence process pursuant to the NEPA/404 MOU (see enclosure). As we previously indicated, we are available to informally assist your agency in the transportation planning process, particularly in relation to potential project effects to federally listed species and existing habitat conservation plans.

If you have any question regarding this letter, please contact Doreen Stadtlander of this office at (760) 431-9440.

Sincerely,

Karen A. Goebel  
Assistant Field Supervisor

Enclosure

.cc:

Susan Myers, ACOE, Los Angeles, CA  
Eric Raffini, EPA, Los Angeles, CA  
Susan Sturges, EPA, San Francisco, CA  
Cathy Bechtel, RCTC, Riverside, CA  
Marie Petry, Caltrans, San Bernardino, CA

TAKE PRIDE  
IN AMERICA

B.1.9.2.1

ENCLOSURE



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road  
Carlsbad, California 92011



In Reply Refer To:  
FWS-WRIV-4214.4

DEC 9 2005

Mr. Gene F. Fong  
Division Administrator  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, California 95814

Re: Preliminary Agreement Pursuant to the NEPA/404 MOU Process on Revised Range of Alternatives for the Mid County Parkway Project, Riverside County, California

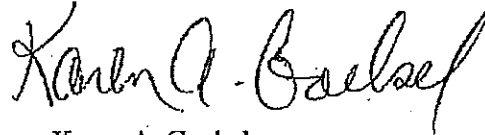
Dear Mr. Fong:

This letter responds to your letter of October 19, 2005, requesting preliminary agreement in writing, pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU process) projects in Arizona, California, and Nevada, on the revised range of alternatives for the Mid County Parkway project. As we indicated to you in letter dated September 28, 2004, our agency rejoined this integration process for the subject project after workload constraints associated with the processing of the incidental take permit for the Western Riverside County Multiple Species Habitat Conservation Plan ended. Nonetheless, after taking part in several meetings before and after our September letter, it became clear that substantial progress and project development had occurred during our extended absence. Because the concurrence points prescribed in the NEPA/404 MOU are predicated on one another and we were not involved in developing the purpose and need statement or the preliminary project alternatives, we believe that the planning effort has advanced beyond the point where our formal concurrence would facilitate the integration process anticipated in the NEPA/404 MOU. Consequently, and as we indicated verbally in meetings (i.e., informal meeting with the Riverside County Transportation Commission (RCTC) and California Department of Fish and Game on September 14, 2004; Small Working Group meetings on August 18, and September 21, 2004) and on conference calls (i.e., RCTC on October 17, 2005), our agency is participating only on an informal basis in the NEPA/404 MOU process. We will continue to provide technical assistance when requested, particularly in relation to potential project-related effects to federally listed species and existing habitat conservation plans.

TAKE PRIDE  
IN AMERICA 

We look forward to informally assisting your agency and the local project sponsor, RCTC, in the transportation planning process. If you have any question regarding this letter, please contact Doreen Stadtlander of this office at (760) 431-9440.

Sincerely,

A handwritten signature in cursive script, reading "Karen A. Goebel". The signature is written in dark ink and is positioned above the printed name and title.

Karen A. Goebel  
Assistant Field Supervisor

cc:

Susan Meyer, ACOE, Los Angeles, CA  
Steven John, EPA, Los Angeles, CA  
Matthew Lakin, EPA, San Francisco, CA  
Cathy Bechtel, RCTC, Riverside, CA  
Marie Petry, Caltrans, San Bernardino, CA

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DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO  
ATTENTION OF:  
Regulatory Division

December 14, 2007

Mr. Gene K. Fong  
Division Administrator  
Federal Highway Administration  
California Division, Los Angeles Metro Office  
888 S. Figueroa, Suite 1850  
Los Angeles, California 90017

Dear Mr. Fong:

This letter responds to your request for our concurrence on the final range of alternatives to be studied in the draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the **Mid-County Parkway Project ("MCP")** located in western Riverside County, California. Your request for our written response was submitted pursuant to the procedures outlined in the 1994 *California NEPA/404 Integrated Process Memorandum of Understanding*.

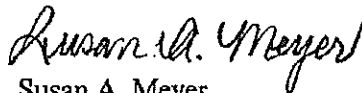
In our role as a cooperating agency on the EIR/EIS, the U.S. Army Corps of Engineers (Corps) has provided the MCP project proponent, Riverside County Transportation Commission (RCTC), with both technical and policy guidance related to the development of project-level alternatives. Our comments have been provided with the primary purposes of: 1) documenting a clear rationale as to why preliminary alternatives were eliminated and 2) ensuring the alternatives that remain after the initial screening process constitute an appropriate range of transportation solutions that are both reasonable and practicable for purposes of National Environmental Policy Act (NEPA) and Clean Water Act (CWA) compliance. Paramount to achieving the latter is the identification of transportation alternatives that fulfill the overall project purpose and minimize impacts to environmental resources, including the aquatic environment. Under our authorities promulgated in Section 404 of the CWA, the Corps can only authorize the least environmentally damaging practicable alternative.

Notwithstanding the completion of the Corps formal verification process for determining the geographic extent and quantification of jurisdictional waters of the U.S. within the MCP study area, we offer our agreement on the range of alternatives to be carried forward into the draft EIR/EIS: Alternatives 1A, 1B, 4, 5, 6, 7 and 9. Our concurrence is based on project data furnished to our office, including the *MCP Alignment Alternatives Table* (September 18, 2007), *Alternative Evaluation Detail Matrix* (September 17, 2007), *Alternative Maps/Layout Plans* (undated), and the findings presented in various draft technical studies prepared in support of the forthcoming NEPA document.

Our concurrence on the final range of alternatives does not constitute our agreement on all aspects of the project's technical information. In this regard, we recommend one of the next steps in the environmental process include meaningful discussions with appropriate Federal and State agencies on compensatory mitigation strategies for significant and unavoidable adverse impacts to wetlands and other jurisdictional aquatic features.

We appreciate the efforts of your staff, as well as those of the RCTC and its consultants, to actively involve the Corps in this environmental process. We look forward to reviewing the administrative and public draft versions of the EIR/EIS. Should you have any questions, please contact the undersigned at (808) 438-2137 or at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Please refer to this letter and Corps File No. SPL-2001-00537.

Sincerely,



Susan A. Meyer  
Senior Project Manager  
Regulatory Division

CF:

Cathy Bechtel, Riverside County Transportation Commission  
Tay Dam, Federal Highway Administration  
Susan Sturges, Environmental Protection Agency, Region IX  
Eric Raffini, Environmental Protection Agency, Region IX  
Doreen Stadtlander, U.S. Fish and Wildlife Service  
Marie Petry, Caltrans, District 8  
Rob McCann, LSA Associates  
Charles Landry, Jacobs Engineering



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION IX**

**75 Hawthorne Street  
San Francisco, CA 94105-3901**

December 14, 2007

Mr. Gene Fong  
Federal Highway Administration  
650 Capitol Mall, #4-100  
Sacramento, California 95814

**Subject:** Final Agreement on Range of Alternatives for the Mid County Parkway Project,  
Riverside County, California.

Dear Mr. Fong:

This letter responds to your September 28, 2007 letter requesting Final Agreement on the Range of Alternatives for the Mid County Parkway Project. The request is in accordance with the 2006 National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU).

EPA is a participant in an interagency Small Working Group which provides a forum for early feedback during the development of the Draft Environmental Impact Statement (EIS) and facilitates the NEPA/404 MOU process. EPA has provided preliminary agreement on an initial suite of alternatives (November 4, 2004), preliminary agreement on a revised suite of alternatives (November 28, 2005), and comments on several draft technical documents which will support the Draft EIS.

EPA offers our final agreement on two No Build/No Action Alternatives and five Build Alternatives as the Range of Alternatives to carry forward in the Draft EIS:

- 1A No Project/No Action; Existing Ground Conditions
- 1B No Project/No Action; General Plan Circulation Element Conditions
- 4 South Lake Mathews/North Perris (Drain) Alternative
- 5 South Lake Mathews/South Perris (Rider Street) Alternative
- 6 General Plan/North Perris (Drain) Alternative
- 7 General Plan/South Perris Alternative
- 9 Far South/Placentia Avenue Alternative

EPA provides Final Agreement based on information provided in the three attachments of the September 28, 2007 request for final agreement on the range of alternatives: 1) Mid County Alignment Alternatives Table, 2) Alternatives Evaluation Detail Matrix, and 3) Figure of Alternatives 4, 5, 6, 7, and 9.

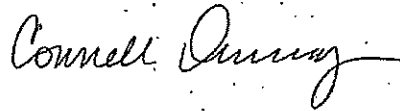


EPA is aware of discrepancies in the jurisdictional delineation reports for several wetland and nonwetland features in an overlapping project area for the Mid County Parkway and State Route 79 Realignment Projects. EPA and the U.S. Army Corps of Engineers (Corps) are currently working with Riverside County Transportation Commission (RCTC) and their consultants to resolve these discrepancies. At this time, EPA does not believe that the discrepancies are of a magnitude to affect the overall decision-making behind selection of a final range of alternatives.

As next steps for this project, EPA will continue to work with the Corps and RCTC to resolve the discrepancies between the jurisdictional delineation reports and will review the Administrative Draft EIS. EPA will later review the Draft EIS and provide comments as described in the NEPA/404 MOU and pursuant to NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.. We are also available to continue working with the Small Working Group to further refine the design of project alternatives to avoid and minimize impacts to resources. In addition, we would like to be involved in conceptual mitigation discussions.

Thank you for requesting our Final Agreement on the Range of Alternatives. We look forward to continued participation in this project through the NEPA/404 MOU process. If you have any questions or comments, please contact Susan Sturges, lead reviewer for this project ([sturges.susan@epa.gov](mailto:sturges.susan@epa.gov); 415-947-4188) or Eric Raffini, wetlands lead ([raffini.eric@epa.gov](mailto:raffini.eric@epa.gov); 415-972-3544).

Sincerely,



*For*

Nova Blazej, Manager  
Environmental Review Office

CC: Tay Dam, Federal Highway Administration  
Cathy Bechtel, Riverside County Transportation Commission  
Susan Meyer, Army Corps of Engineers  
Doreen Stadtlander, U.S. Fish and Wildlife Service  
Marie Petry, Caltrans District 8  
Rob McCann, LSA  
Scott Lawson, California Department of Fish and Game



DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

April 10, 2008

REPLY TO

ATTENTION OF:

Office of the Chief  
Regulatory Division

Ms. Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
P.O. Box 12008  
Riverside, California 92502-2208

Dear Ms. Bechtel:

Reference is made to your original and revised submittals of May 2007 and February 2008, respectively, in which your agent, LSA Associates Inc., requests verification of the jurisdictional limits of Section 404 of the Clean Water Act ("CWA") for a number of water bodies, tributaries and wetlands occurring within the **Mid-County Parkway Project ("MCP")** study area located in western Riverside County, California (Corps File No. SPL-2001-00537-SAD). Your jurisdictional determination request is a formal concurrence point specified in the multi-agency collaborative process to integrate and streamline the requirements of the National Environmental Policy Act and Section 404 of the CWA for surface transportation projects in the State of California. This letter of verification fulfills this concurrence point.

Based on our October 16-17, 2006 site visits and information furnished to our office, including the May 2007 (revised February 2008) jurisdictional delineation report entitled "*Mid-County Parkway Jurisdictional Delineation and Assessment Report*", we have determined that your proposed project does discharge dredged or fill material into a water of the United States ("U.S."). Therefore, the project is subject to our jurisdiction under Section 404 of the CWA and a Department of the Army ("DA") permit is required from our office. According to the delineation report, the MCP would result in the placement of fill material in the following water bodies, tributaries, and adjacent wetlands: San Jacinto River, Temecula Creek, Bedford Wash, Cajalco Creek, Perris Valley Channel, and Lake Mathews. Preliminary estimates indicate a range of approximately 7.5 acres to 18.6 acres of waters of the U.S., including wetlands, would be permanently impacted by the proposed MCP, depending on the alternative selected. Similarly, approximately 6.1 acres to 10.5 acres of waters of the U.S., including wetlands, would be temporarily impacted.

The enclosed tables list the waters of the United States, including wetlands, regulated by Section 404 of the CWA. Specifically, Tables A-1 through A-3 identify the jurisdictional waters of the U.S., including wetlands, occurring within each of the proposed MCP project alternatives under consideration and the estimated acreage by aquatic feature (Enclosure 1). Table C-1 documents those water bodies, tributaries and wetlands that are not subject to Corps jurisdiction,

including wetlands and other waters of the U.S. that are isolated (Enclosure 2). All tables referenced in this letter correspond to figures and maps compiled in the *Mid-County Parkway Jurisdictional Delineation and Assessment Report* (LSA Associates 2007). The subject report will be retained in our office files as part of the project's official administrative record and the Corps' approved jurisdictional delineation/determination.

This delineation/determination has been conducted to identify the limits of the Corps' jurisdiction for the particular site identified in this request. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

This letter contains an approved jurisdictional determination for the Mid-County Parkway Project. If you object to this decision, you may request an administrative appeal under Corps regulations at 33 C.F.R. Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form (Enclosure 3). If you request to appeal this decision you must submit a completed RFA form to the Corps South Pacific Division Office at the following address:

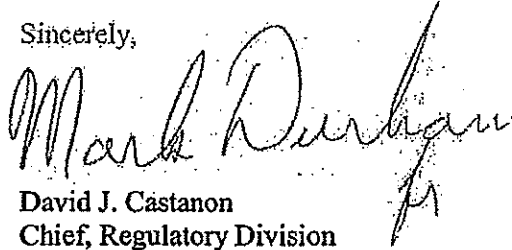
Thomas J. Cavanaugh  
Administrative Appeal Review Officer  
South Pacific Division, Corps of Engineers  
1455 Market Street, Room 1760  
San Francisco, CA 94103-1399  
Tel: (415) 503-6574 Fax: (415) 503-6646

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. Part 331.5, and that it has been received by the Division Office within 60 days of the date on the NAP. Should you decide to submit an RFA form, it must be received at the above address by June 1, 2008. It is not necessary to submit an RFA form to the Division office if you do not object to the decision in this letter.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. If you wish to submit new information regarding the approved jurisdictional determination for this site, please submit this information to: Ms. Susan A. Meyer at the letterhead address by June 1, 2008. The Corps will consider any new information so submitted and respond within 60 days by either revising the prior determination, if appropriate, or reissuing the prior determination. A revised or reissued jurisdictional determination can be appealed as described above.

If you have any questions, please contact Ms. Susan A. Meyer of my staff at: (808) 438-2137 or [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Alternatively, you may contact Ms. Stephanie J. Hall at (213) 452-3410 or [Stephanie.j.hall@usace.army.mil](mailto:Stephanie.j.hall@usace.army.mil). Please be advised that you can now comment on your experience with Regulatory Division by accessing the Corps web-based customer survey form at: <http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,



David J. Castanon  
Chief, Regulatory Division  
Los Angeles District

Enclosures

1. Tables A-1 through A-3
2. Table C-1
3. Request for Appeal Form and Administrative Appeal Process

CF:

Eric Raffini, Environmental Protection Agency, Region IX, Wetlands Office  
Tay Dam, Federal Highway Administration  
Scott Quinzel, Caltrans, District 8  
Rob McCann, LSA Associates, Inc.

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# ENCLOSURE 1

Tables A-1 through A-3

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# MID COUNTY PARKWAY JURISDICTIONAL DELINEATION

TABLE A-1: USACE DRAINAGE SYSTEM AND REACH ACREAGE  
VEGETATED AND NON-VEGETATED WATERS OF THE U.S.

REACH	DRAINAGE SYSTEM	WETLAND ACRES	NON- WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 1	Miscellaneous	0.03	0.69	0.72		
Reach 1	1	0.36	0.54	0.89	33.824330	-117.523855
Reach 1	2		4.40	4.40	33.819022	-117.514513
Reach 1	3	0.24		0.24	33.824682	-117.510874
Reach 1	4		0.28	0.28	33.823506	-117.506815
Reach 1	5	2.70	0.12	2.81	33.824989	-117.506316
Reach 1 Total		3.32	6.03	9.34		
Reach 2	Miscellaneous	<0.01	0.57	0.57		
Reach 2	6	1.65	1.63	3.28	33.824605	-117.489171
Reach 2	7	0.07	0.13	0.20	33.822522	-117.490020
Reach 2	8	0.19	0.74	0.93	33.822974	-117.472164
Reach 2	9	0.03	0.13	0.16	33.826772	-117.481562
Reach 2	10	0.04	0.29	0.33	33.818934	-117.484211
Reach 2	11	0.49	0.07	0.56	33.817497	-117.480917
Reach 2	12	0.32	0.25	0.57	33.818354	-117.473935
Reach 2	13	0.55	0.19	0.74	33.814429	-117.473529
Reach 2	14	1.43	0.90	2.34	33.825336	-117.467236
Reach 2	15		0.03	0.03	33.809118	-117.467194
Reach 2	16	0.90	0.91	1.81	33.811911	-117.457846
Reach 2	17	0.12	0.26	0.38	33.809471	-117.463078
Reach 2	18	0.24	0.20	0.44	33.813216	-117.459284
Reach 2	19		0.23	0.23	33.809435	-117.454366
Reach 2	20	0.17	0.24	0.41	33.805442	-117.449179
Reach 2 Total		6.21	6.75	12.96		
Reach 3	Miscellaneous	0.07	2.48	2.55		
Reach 3	21	0.33	1.41	1.74	33.802429	-117.418030
Reach 3	22		0.25	0.25	33.814930	-117.417523
Reach 3	23	0.07	0.10	0.17	33.803667	-117.367680
Reach 3	24	0.12	0.49	0.60	33.814185	-117.365971
Reach 3	25	0.72	0.96	1.68	33.814493	-117.363065
Reach 3	26	1.72	0.21	1.93	33.815498	-117.357240
Reach 3	27	0.24	0.59	0.82	33.817096	-117.353118
Reach 3	28	0.14	0.48	0.62	33.817361	-117.345934



REACH	DRAINAGE SYSTEM	WETLAND ACRES	NON-WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 3	29	0.02	1.02	1.04	33.817799	-117.329815
Reach 3	30	0.08	0.48	0.56	33.818354	-117.323422
Reach 3	31	0.04	0.42	0.46	33.816773	-117.318054
Reach 3	32	0.03	0.38	0.40	33.815607	-117.313133
Reach 3	33	0.02	0.47	0.49	33.814775	-117.309353
Reach 3	34	0.05	0.12	0.17	33.813966	-117.300220
Reach 3	35	0.01	0.21	0.22	33.813358	-117.288468
Reach 3	36	1.29	0.33	1.62	33.814721	-117.280265
Reach 3	37	0.24	0.91	1.15	33.821276	-117.269213
Reach 3	38	0.81	1.78	2.59	33.828669	-117.269006
Reach 3	39	0.03	0.20	0.23	33.821570	-117.264208
Reach 3	40	0.06	0.24	0.30	33.821684	-117.258374
Reach 3 Total		6.08	13.50	19.58		
Reach 4	Miscellaneous		0.36	0.36		
Reach 4	41		0.11	0.11	33.816720	-117.431274
Reach 4	42	0.04	0.07	0.11	33.818886	-117.426956
Reach 4	43		0.06	0.06	33.820501	-117.421212
Reach 4	44		1.27	1.27	33.820853	-117.417789
Reach 4	45	0.21	0.08	0.28	33.821653	-117.413929
Reach 4	46	0.05	0.01	0.07	33.825427	-117.406022
Reach 4	47		0.12	0.12	33.825986	-117.404306
Reach 4	48		0.07	0.07	33.826883	-117.402585
Reach 4	49	1.14	2.87	4.00	33.829796	-117.395366
Reach 4 Total		1.44	5.01	6.45		
Reach 5	Miscellaneous	0.00	0.44	0.44		
Reach 5	50		0.05	0.05	33.832780	-117.375136
Reach 5	51	0.35	1.37	1.72	33.833187	-117.368547
Reach 5	52	1.21	0.13	1.34	33.832029	-117.360922
Reach 5	53	0.26		0.26	33.833515	-117.352294
Reach 5	54	4.95	0.30	5.25	33.837195	-117.312815
Reach 5	55	1.63		1.63	33.835868	-117.330133
Reach 5	56	0.04	0.00	0.05	33.837850	-117.316597
Reach 5 Total		8.45	2.29	10.74		
Reach 6	Miscellaneous		5.14	5.14		
Reach 6	57	0.05	0.21	0.26	33.870015	-117.262314
Reach 6	58	0.03	0.00	0.04	33.850378	-117.253866
Reach 6	59		0.35	0.35	33.841832	-117.246011
Reach 6	60	1.76	4.60	6.36	33.825683	-117.207996
Reach 6 Total		1.84	10.31	12.15		

REACH	DRAINAGE SYSTEM	WETLAND ACRES	NON-WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 7	Miscellaneous		1.23	1.23		
Reach 7	61	1.14	0.12	1.26	33.840758	-117.139284
Reach 7	62	0.21			33.840778	-117.136060
Reach 7	63	1.34	0.27	1.60	33.840444	-117.135151
Reach 7 Total		2.69	1.61	4.30		
Reach 8	Miscellaneous		0.29	0.29		
Reach 8	64	4.24	1.19	5.43	33.820135	-117.019685
Reach 8	65	2.01	1.73	3.74	33.823127	-117.015652
Reach 8	66	14.38	0.30	14.67	33.829561	-117.003927
Reach 8	67		14.86	14.86	33.837142	-117.003459
Reach 8 Total		20.63	18.37	38.99		
Reach 9	Miscellaneous		0.49	0.49		
Reach 9	68	0.49	0.12	0.62	33.834255	-117.495740
Reach 9	69		0.11	0.11	33.848409	-117.486098
Reach 9	70	0.10		0.10	33.849368	-117.482445
Reach 9	71		0.03	0.03	33.849512	-117.471748
Reach 9	72		0.08	0.08	33.849775	-117.468574
Reach 9	73	0.06	0.03	0.09	33.860354	-117.453298
Reach 9	74	0.01	0.05	0.06	33.858481	-117.450132
Reach 9 Total		0.67	0.91	1.59		
Reach 10	Miscellaneous		0.12	0.12		
Reach 10	75	0.59	0.33	0.92	33.858168	-117.433170
Reach 10 Total		0.59	0.46	1.04		
TOTAL		41.39	65.31	106.70		

All numbers have been rounded to the nearest hundredth and thus may appear to sum incorrectly.

A further breakdown of miscellaneous features is provided in Table A-2.

The entire 0.21 acre of Drainage System 62 is adjacent wetland waters, as summarized in Table A-3.

In Drainage System 65, 1.23 of the 2.01 acres are adjacent wetland waters, as summarized in Table A-3.

In Drainage System 66, 9.09 of the 14.38 acres are adjacent wetland waters, as summarized in Table A-3.

**MID COUNTY PARKWAY  
JURISDICTIONAL DELINEATION**

**TABLE A-2: MISCELLANEOUS DRAINAGE ACREAGE TABLE  
VEGETATED AND NON-VEGETATED WATERS OF THE U.S.**

REACH	MISCELLANEOUS DRAINAGE	NON- WETLAND ACRES	WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 1	M1	0.03		0.03	33.8431750	-117.535476
Reach 1	M2	0.00	0.03	0.04	33.8389243	-117.534129
Reach 1	M3	0.01		0.01	33.8423328	-117.533679
Reach 1	M4	0.02		0.02	33.8416676	-117.533497
Reach 1	M5	0.01		0.01	33.8365688	-117.531907
Reach 1	M6	0.02		0.02	33.8325698	-117.530775
Reach 1	M7	0.02		0.02	33.8350881	-117.530493
Reach 1	M8	0.01		0.01	33.8310202	-117.529951
Reach 1	M9	0.03		0.03	33.8207052	-117.521560
Reach 1	M10	0.02		0.02	33.8246237	-117.521309
Reach 1	M11	0.12		0.12	33.8227128	-117.518476
Reach 1	M12	0.01		0.01	33.8212512	-117.515906
Reach 1	M13	0.04		0.04	33.8155742	-117.513015
Reach 1	M14	0.01		0.01	33.8154614	-117.511319
Reach 1	M15	0.01		0.01	33.8134930	-117.511266
Reach 1	M16	0.08		0.08	33.8098589	-117.509885
Reach 1	M17	0.07		0.07	33.8124714	-117.509573
Reach 1	M18	0.01		0.01	33.8069573	-117.508604
Reach 1	M19	0.01		0.01	33.8085820	-117.507402
Reach 1	M20	0.02		0.02	33.8075115	-117.506445
Reach 1	M21	0.03		0.03	33.8026534	-117.505882
Reach 1	M22	0.02		0.02	33.8062723	-117.505920
Reach 1	M23	0.01		0.01	33.8044390	-117.505368
Reach 1	M24	0.01		0.01	33.8005329	-117.504534
Reach 1	M25	0.06		0.06	33.7992577	-117.503628
Reach 1 Total		0.69	0.03	0.72		
Reach 2	M30	0.01		0.01	33.8181681	-117.488962
Reach 2	M31	0.03		0.03	33.8203604	-117.488891
Reach 2	M32	0.03		0.03	33.8193540	-117.488510
Reach 2	M33	0.01		0.01	33.8170510	-117.488312
Reach 2	M34	0.39		0.39	33.8047719	-117.440254
Reach 2	M35	0.09		0.09	33.8079852	-117.436936
Reach 2	M36	0.01		0.01	33.8067449	-117.430013

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 2	M37	0.00	< 0.01	< 0.01	33.8045611	-117.428274
Reach 2 Total		0.57	< 0.01	0.57		
Reach 3	M36	0.12		0.12	33.8067449	-117.430013
Reach 3	M37	0.07	0.06	0.12	33.8045611	-117.428274
Reach 3	M38	0.10		0.10	33.8061875	-117.426490
Reach 3	M39	0.06		0.06	33.8065745	-117.424819
Reach 3	M40	0.07		0.07	33.8067977	-117.423887
Reach 3	M41	0.01		0.01	33.7997923	-117.423319
Reach 3	M42	0.07		0.07	33.8066661	-117.422869
Reach 3	M43	0.01		0.01	33.7994628	-117.422182
Reach 3	M44	0.03		0.03	33.7986683	-117.420040
Reach 3	M45	0.01		0.01	33.8107613	-117.420034
Reach 3	M46	0.02		0.02	33.8127291	-117.419052
Reach 3	M47	0.00		0.00	33.7966617	-117.417981
Reach 3	M48	0.01		0.01	33.7958694	-117.416668
Reach 3	M49	0.03		0.03	33.7953002	-117.414172
Reach 3	M50	0.00		0.00	33.7954456	-117.413248
Reach 3	M51	0.00		0.00	33.7947243	-117.413220
Reach 3	M52	0.01		0.01	33.7963786	-117.412443
Reach 3	M53	0.08	0.01	0.09	33.7959314	-117.411776
Reach 3	M54	0.25		0.25	33.7945881	-117.409716
Reach 3	M55	0.01		0.01	33.7954324	-117.409222
Reach 3	M56	0.00		0.00	33.7963647	-117.408819
Reach 3	M57	0.03		0.03	33.7979855	-117.408696
Reach 3	M58	0.00		0.00	33.7981336	-117.408184
Reach 3	M59	0.23		0.23	33.7946547	-117.404839
Reach 3	M60	0.01		0.01	33.7991797	-117.401623
Reach 3	M61	0.01		0.01	33.7974465	-117.399112
Reach 3	M62	0.05		0.05	33.7989496	-117.398974
Reach 3	M63	0.03		0.03	33.7932235	-117.395112
Reach 3	M64	0.05		0.05	33.8071674	-117.365780
Reach 3	M65	0.05		0.05	33.8088440	-117.364628
Reach 3	M66	0.02		0.02	33.8100590	-117.363444
Reach 3	M67	0.08		0.08	33.8198523	-117.342954
Reach 3	M68	0.01		0.01	33.8208631	-117.341904
Reach 3	M69	0.04		0.04	33.8199752	-117.341039
Reach 3	M70	0.04		0.04	33.8193221	-117.340152
Reach 3	M71	0.02		0.02	33.8210519	-117.339886
Reach 3	M72	0.01		0.01	33.8214743	-117.339571

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 3	M73	0.03		0.03	33.8198249	-117.338554
Reach 3	M74	0.00		0.00	33.8215318	-117.337958
Reach 3	M75	0.05		0.05	33.8201693	-117.336893
Reach 3	M76	0.01		0.01	33.8192160	-117.335907
Reach 3	M77	0.01		0.01	33.8188456	-117.335611
Reach 3	M78	0.01		0.01	33.8207956	-117.335023
Reach 3	M79	0.12		0.12	33.8200836	-117.334740
Reach 3	M80	0.02		0.02	33.8200690	-117.334270
Reach 3	M81	0.01		0.01	33.8203857	-117.334003
Reach 3	M82	0.01		0.01	33.8212023	-117.333377
Reach 3	M83	0.02		0.02	33.8201281	-117.320169
Reach 3	M84	0.06		0.06	33.8178812	-117.314263
Reach 3	M85	0.01		0.01	33.8174104	-117.310396
Reach 3	M86	0.00		0.00	33.8173749	-117.309630
Reach 3	M87	0.01		0.01	33.8171316	-117.309102
Reach 3	M88	0.01		0.01	33.8142168	-117.306596
Reach 3	M89	0.01		0.01	33.8147469	-117.306329
Reach 3	M90	0.01		0.01	33.8151888	-117.298422
Reach 3	M91	0.01		0.01	33.8149517	-117.297959
Reach 3	M92	0.03		0.03	33.8144513	-117.297735
Reach 3	M93	0.05		0.05	33.8143927	-117.289170
Reach 3	M94	0.01		0.01	33.8150674	-117.285156
Reach 3	M95	0.06		0.06	33.8210792	-117.275767
Reach 3	M96	0.00		0.00	33.8316250	-117.262078
Reach 3	M97	0.15		0.15	33.8217986	-117.261963
Reach 3	M98	0.13		0.13	33.8220834	-117.260606
Reach 3 Total		2.48	0.07	2.55		
Reach 4	M99	0.02		0.02	33.8173290	-117.429989
Reach 4	M100	0.06		0.06	33.8233868	-117.411865
Reach 4	M101	0.03		0.03	33.8243169	-117.409418
Reach 4	M102	0.06		0.06	33.8244985	-117.408987
Reach 4	M103	0.03		0.03	33.8269649	-117.401315
Reach 4	M104	0.13		0.13	33.8277533	-117.399988
Reach 4	M105	0.03		0.03	33.8287326	-117.398056
Reach 4 Total		0.36	0.00	0.36		
Reach 5	M106	0.01		0.01	33.8378822	-117.367809
Reach 5	M107	0.30		0.30	33.8325527	-117.356535
Reach 5	M108	0.03		0.03	33.8373272	-117.270861
Reach 5	M109	0.04		0.04	33.8432951	-117.253260

REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 5	M117	0.06		0.06	33.8426467	-117.253602
Reach 5 Total		0.44	0.00	0.44		
Reach 6	M110	0.05		0.05	33.8641690	-117.261449
Reach 6	M111	0.03		0.03	33.8642157	-117.261194
Reach 6	M112	0.03		0.03	33.8622765	-117.260659
Reach 6	M113	0.10		0.10	33.8638304	-117.259630
Reach 6	M114	0.22		0.22	33.8600213	-117.259200
Reach 6	M115	0.14		0.14	33.8548076	-117.256859
Reach 6	M116	0.00		0.00	33.8534788	-117.255791
Reach 6	M118	0.00		0.00	33.8451313	-117.252832
Reach 6	M119	0.01		0.01	33.8445751	-117.252089
Reach 6	M120	0.18		0.18	33.8452957	-117.250110
Reach 6	M121	0.03		0.03	33.8394479	-117.248416
Reach 6	M122	0.06		0.06	33.8230344	-117.248091
Reach 6	M123	0.11		0.11	33.8441535	-117.248329
Reach 6	M124	0.01		0.01	33.8231895	-117.246530
Reach 6	M125	0.11		0.11	33.8344352	-117.246391
Reach 6	M126	0.10		0.10	33.8286841	-117.245299
Reach 6	M127	0.03		0.03	33.8321105	-117.244868
Reach 6	M128	0.01		0.01	33.8312627	-117.244677
Reach 6	M129	0.07		0.07	33.8230160	-117.244242
Reach 6	M130	0.01		0.01	33.8331591	-117.243559
Reach 6	M131	0.04		0.04	33.8245339	-117.243438
Reach 6	M132	0.49		0.49	33.8283052	-117.243423
Reach 6	M133	0.62		0.62	33.8235150	-117.243319
Reach 6	M134	0.02		0.02	33.8234502	-117.242946
Reach 6	M135	0.08		0.08	33.8306293	-117.241861
Reach 6	M136	0.24		0.24	33.8238292	-117.241287
Reach 6	M137	0.08		0.08	33.8175109	-117.240569
Reach 6	M138	0.08		0.08	33.8228749	-117.240287
Reach 6	M139	0.12		0.12	33.8443195	-117.240154
Reach 6	M140	0.23		0.23	33.8140423	-117.239184
Reach 6	M141	0.02		0.02	33.8146967	-117.238988
Reach 6	M142	0.05		0.05	33.8146959	-117.238189
Reach 6	M143	0.15		0.15	33.8231144	-117.237264
Reach 6	M144	0.00		0.00	33.8227420	-117.237074
Reach 6	M145	0.51		0.51	33.8107055	-117.236933
Reach 6	M146	0.02		0.02	33.8235678	-117.237044
Reach 6	M147	0.02		0.02	33.8351690	-117.226241



REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 6	M148	0.04		0.04	33.8447815	-117.226002
Reach 6	M149	0.02		0.02	33.8354595	-117.225854
Reach 6	M150	0.00		0.00	33.8246817	-117.189820
Reach 6	M151	0.01		0.01	33.8244470	-117.189621
Reach 6	M152	0.01		0.01	33.8234046	-117.189553
Reach 6	M153	0.01		0.01	33.8230190	-117.189088
Reach 6	M154	0.00		0.00	33.8241676	-117.186981
Reach 6	M155	0.06		0.06	33.8234255	-117.185475
Reach 6	M156	0.03		0.03	33.8235690	-117.183163
Reach 6	M157	0.01		0.01	33.8239307	-117.182807
Reach 6	M158	0.02		0.02	33.8239433	-117.181063
Reach 6	M159	0.05		0.05	33.8239034	-117.173730
Reach 6	M160	0.23		0.23	33.8264013	-117.173029
Reach 6	M161	0.48		0.48	33.8276772	-117.170440
Reach 6	M162	0.09		0.09	33.8280942	-117.164458
Reach 6 Total		5.14	0.00	5.14		
Reach 7	M163	0.03		0.03	33.8298722	-117.163302
Reach 7	M164	0.04		0.04	33.8330050	-117.160329
Reach 7	M165	0.61		0.61	33.8344161	-117.159863
Reach 7	M166	0.01		0.01	33.8340029	-117.158953
Reach 7	M167	0.01		0.01	33.8376531	-117.157097
Reach 7	M168	0.02		0.02	33.8296859	-117.156542
Reach 7	M169	0.08		0.08	33.8337853	-117.156307
Reach 7	M170	0.02		0.02	33.8365062	-117.155637
Reach 7	M171	0.01		0.01	33.8375417	-117.154774
Reach 7	M172	0.01		0.01	33.8400544	-117.063685
Reach 7	M173	0.04		0.04	33.8312158	-117.047214
Reach 7	M174	0.34		0.34	33.8291106	-117.045224
Reach 7 Total		1.23	0.00	1.23		
Reach 8	M174	0.29		0.29	33.8291106	-117.045224
Reach 8 Total		0.29	0.00	0.29		
Reach 9	M175	0.01		0.01	33.8285300	-117.501355
Reach 9	M176	0.02		0.02	33.8290129	-117.500625
Reach 9	M177	0.07		0.07	33.8298809	-117.500389
Reach 9	M178	0.02		0.02	33.8338503	-117.493542
Reach 9	M179	0.09		0.09	33.8352276	-117.492248
Reach 9	M180	0.05		0.05	33.8373119	-117.491516
Reach 9	M181	0.05		0.05	33.8380984	-117.491189
Reach 9	M182	0.01		0.01	33.8373692	-117.490848

## ENCLOSURE 2

### Table C-1



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REACH	MISCELLANEOUS DRAINAGE	NON-WETLAND ACRES	WETLAND ACRES	TOTAL ACRES	LATITUDE	LONGITUDE
Reach 9	M183	0.02		0.02	33.8437590	-117.489953
Reach 9	M184	0.01		0.01	33.8464797	-117.488459
Reach 9	M185	0.08		0.08	33.8494144	-117.475974
Reach 9	M186	0.04		0.04	33.8494378	-117.466228
Reach 9	M187	0.02		0.02	33.8506080	-117.464597
Reach 9 Total		0.49	0.00	0.49		
Reach 10	M26	0.03		0.03	33.8572277	-117.405563
Reach 10	M27	0.06		0.06	33.8565795	-117.403626
Reach 10	M28	0.01		0.01	33.8566663	-117.402635
Reach 10	M29	0.02		0.02	33.8553565	-117.402556
Reach 10 Total		0.12	0.00	0.12		
TOTAL		11.81	0.11	11.92		

All numbers have been rounded to the nearest hundredth and thus may appear to sum incorrectly.

### MID COUNTY PARKWAY JURISDICTIONAL DELINEATION

TABLE A-3: ADJACENT WETLAND WATERS ACREAGE TABLE

REACH	MISCELLANEOUS DRAINAGE	ADJACENT WETLAND ACRES	LATITUDE	LONGITUDE
Reach 7	62	0.21	33.840778	-117.136060
Reach 8	65	1.23	33.823127	-117.015652
Reach 8	66	9.09	33.829561	-117.003927
TOTAL		10.53		

Acreage of adjacent wetland waters is also included in Table A-1.

MID COUNTY PARKWAY  
JURISDICTIONAL DELINEATION REPORT

## ISOLATED WETLANDS ACREAGE TABLE

Wetland ID	Figure Number	Reach	Acres	Latitude	Longitude
AK1	5.9, 6.9	2	0.18	33.816712	-117.459383
AK2	5.9, 6.9	2	0.21	33.816229	-117.459537
CM1	5.9, 6.9	2	0.21	33.822467	-117.457797
TM1	5.10, 6.10	2	0.11	33.806338	-117.456175
Subtotal			0.71		
MW10	5.12, 6.12	3	0.63	33.796754	-117.380916
CK51	5.16, 6.16	5	0.52	33.836796	-117.287032
CM31	5.18, 6.18	6	0.46	33.847048	-117.234876
CP0008	5.26, 6.26	8	0.12	33.818208	-117.004608
CP0010	5.26, 6.26	8	0.78	33.824297	-117.003008
TOTAL			3.22		

ENCLOSURE 3

Request for Appeal Form  
and  
Administrative Appeal Process

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# **NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL**

Applicant: Riverside County Transportation Commission	File Number: SPL-2001-00537	Date: April 1, 2008
Attached is:	See Section below	
<input type="checkbox"/> INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A	
<input type="checkbox"/> PROFFERED PERMIT (Standard Permit or Letter of permission)	B	
<input type="checkbox"/> PERMIT DENIAL	C	
<input checked="" type="checkbox"/> APPROVED JURISDICTIONAL DETERMINATION	D	
<input type="checkbox"/> PRELIMINARY JURISDICTIONAL DETERMINATION	E	

**SECTION I** - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://usace.army.mil/inet/functions/cw/ceewo/reg> or Corps regulations at 33 CFR Part 331.

**A: INITIAL PROFFERED PERMIT:** You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns; (b) modify the permit to address some of your objections; or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

**B: PROFFERED PERMIT:** You may accept or appeal the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**C: PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**D. APPROVED JURISDICTIONAL DETERMINATION:** You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

**E. PRELIMINARY JURISDICTIONAL DETERMINATION:** You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

## SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

**REASONS FOR APPEAL OR OBJECTIONS:** (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

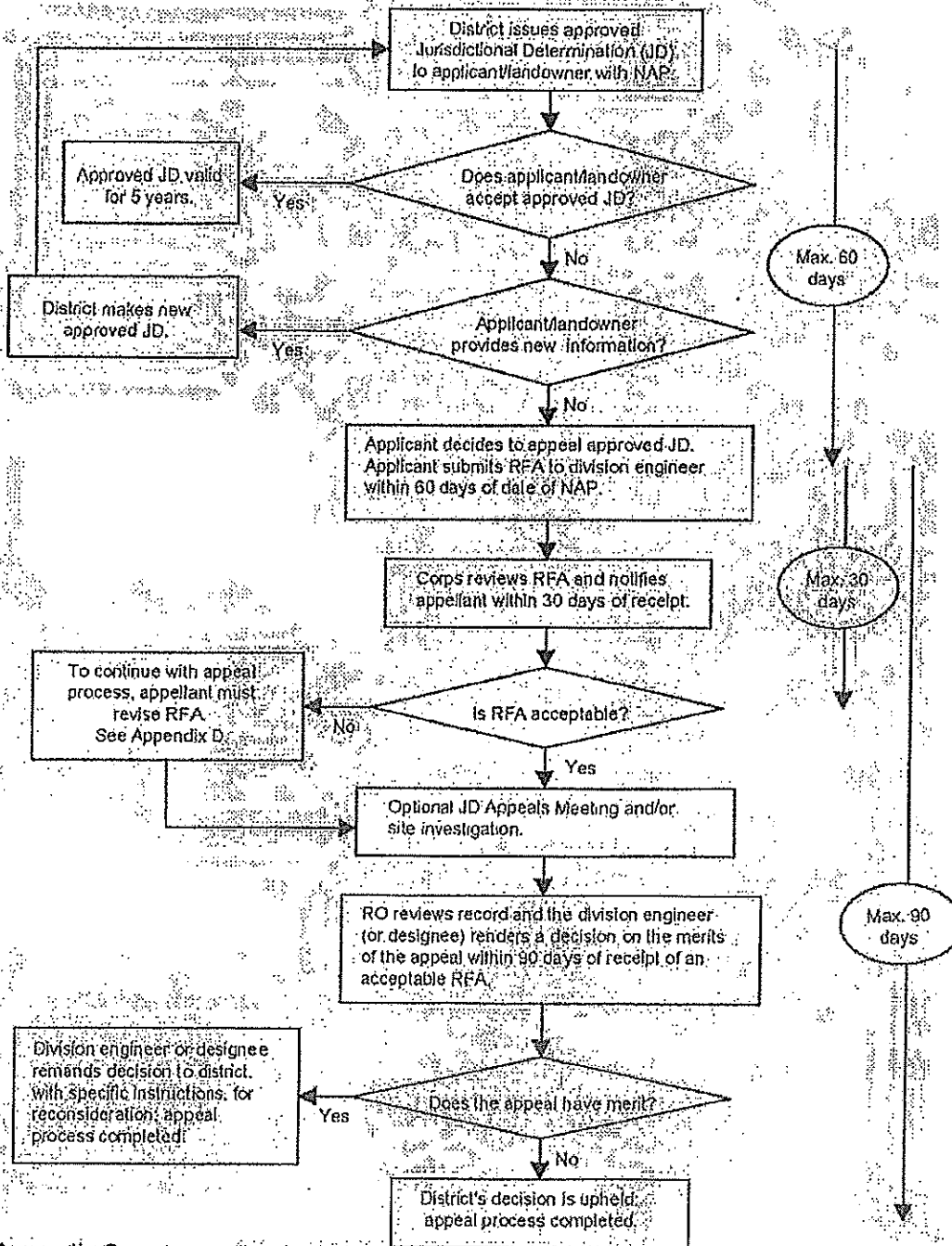
**ADDITIONAL INFORMATION:** The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

**POINT OF CONTACT FOR QUESTIONS OR INFORMATION:**

<p>If you have questions regarding this decision and/or the appeal process you may contact:</p> <p><b>DISTRICT ENGINEER</b>          Los Angeles District, Corps of Engineers          ATTN: Chief, Regulatory Division          P.O. Box 532711          Los Angeles, CA 90053-2325</p> <p>TEL (213) 452-3425 FAX (213) 452-4196</p>	<p>If you only have questions regarding the appeal process you may also contact:</p> <p>Thomas J. Cavanaugh, Appeal Review Officer          U.S. Army Corps of Engineers, CESPD-PDS-O          1455 Market Street, Room 1760          San Francisco, CA 94103-1399</p> <p>TEL (415) 503-6574 FAX (415) 503-6646</p>		
<p><b>RIGHT OF ENTRY:</b> Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.</p>			
<p>Signature of appellant or agent:</p>	<table border="1"> <tr> <td data-bbox="730 766 1071 930"> <p>Date:</p> </td> <td data-bbox="1071 766 1403 930"> <p>Telephone number:</p> </td> </tr> </table>	<p>Date:</p>	<p>Telephone number:</p>
<p>Date:</p>	<p>Telephone number:</p>		



## Administrative Appeal Process for Approved Jurisdictional Determinations



Appendix C

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8  
ENVIRONMENTAL PLANNING (MS 821)  
464 WEST 4<sup>TH</sup> STREET, 6<sup>TH</sup> FLOOR  
SAN BERNARDINO, CA 92401-1400  
PHONE (909) 383-2841  
FAX (909) 383-6494  
TTY (909) 383-6300



*Flex your power!  
Be energy efficient!*

June 22, 2010

Ms. Lisa Hanf  
Federal Activities Office  
United States Environmental Protection Agency Region 9  
75 Hawthorne Street  
San Francisco, CA 94105

Dear Ms. Hanf:

Subject: Request for Comment on the Purpose and Need for the Mid County Parkway Project,  
Riverside County

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group have developed a modified Purpose and Need for the MCP project in Riverside County.

Pursuant to the 2006 National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), the FHWA, in conjunction with RCTC and Caltrans, is requesting a formal "Agree/Disagree" response from your agency on the modified MCP Purpose and Need. This request is consistent with provisions of Section III at number 5 of the 2006 MOU.

The following steps were taken prior to this checkpoint decision request:

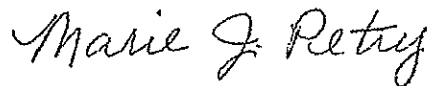
- The transportation agencies submitted a checkpoint information packet on May 5, 2010, to the federal and State resource and regulatory agencies involved in the project (United States Army Corps of Engineers, United States Environmental Protection Agency [EPA], United States Fish and Wildlife Service, and California Department of Fish and Game). The checkpoint information packet was submitted 14 calendar days in advance of the checkpoint meeting.
- The transportation agencies held a checkpoint meeting on May 19, 2010, to discuss any comments on the modified Purpose and Need. At this meeting, consensus was reached between the transportation, resource, and regulatory agencies, including the EPA, on the content of the Purpose and Need.

The FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the MCP project. Please submit your response to FHWA. Following your formal response on the modified Purpose and Need, we look forward to continuing to work with you on the analysis of the revised project alternatives and, subsequently, the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement.

Ms. Lisa Hanf  
June 22, 2010  
Page 2

We are requesting your agency's written response within 30 calendar days, per the 2006 MOU. If you have any questions, please contact Tay Dam at (213) 321-6360 or e-mail at [tay.dam@dot.gov](mailto:tay.dam@dot.gov).

Sincerely,



MARIE J. PETRY  
Senior Environmental Planner  
Special Studies

cc: Tay Dam/FHWA  
Shawn Oliver/FHWA  
Larry Vinzant/FHWA  
Cathy Bechtel/RCTC  
David Bricker/Caltrans District 8  
Nassim Elias/Caltrans District 8  
Marie Petry/Caltrans District 8  
Merideth Cann/Jacobs Engineering  
Rob McCann/LSA Associates, Inc.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8  
ENVIRONMENTAL PLANNING (MS 821)  
464 WEST 4<sup>TH</sup> STREET, 6<sup>TH</sup> FLOOR  
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PHONE (909) 383-2841  
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TTY (909) 383-6300



*Flex your power!  
Be energy efficient!*

June 22, 2010

Colonel Thomas H. Magness, IV, District Commander  
United States Army Corps of Engineers, Los Angeles District  
911 Wilshire Boulevard  
Los Angeles, CA 90017

Dear Colonel Magness:

Subject: Request for Comment on the Purpose and Need for the Mid County Parkway Project,  
Riverside County

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group have developed a modified Purpose and Need for the MCP project in Riverside County.

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The FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the MCP project. Please submit your response to FHWA. Following your formal response on the modified Purpose and Need, we look forward to continuing to work with you on the analysis of the revised project alternatives and, subsequently, the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement.

Colonel Thomas H. Magness  
June 22, 2010  
Page 2

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Marie Petry/Caltrans District 8  
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**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

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PHONE (909) 383-2841

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Be energy efficient!*

June 22, 2010

Mr. Jim Bartel, Field Supervisor  
United States Department of the Interior  
Fish and Wildlife Service  
Ecological Services  
6010 Hidden Valley Road  
Carlsbad, CA 92009

Dear Mr. Bartel:

Subject: Request for Comment on the Purpose and Need for the Mid County Parkway Project,  
Riverside County

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group have developed a modified Purpose and Need for the MCP project in Riverside County.

Pursuant to the 2006 National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding (MOU), the FHWA, in conjunction with RCTC and Caltrans, is requesting a formal "Comment or No Comment" response from your agency on the modified MCP Purpose and Need. This request is consistent with provisions of Section III at number 5 of the 2006 MOU.

The following steps were taken prior to this checkpoint decision request:

- The transportation agencies submitted a checkpoint information packet on May 5, 2010, to the federal and State resource and regulatory agencies involved in the project (United States Army Corps of Engineers, United States Environmental Protection Agency, United States Fish and Wildlife Service [USFWS], and California Department of Fish and Game). The checkpoint information packet was submitted 14 calendar days in advance of the checkpoint meeting.
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- The FHWA, Caltrans, and RCTC greatly appreciate your ongoing involvement in the MCP project. Please submit your response to FHWA. Following your formal response on the modified Purpose and Need, we look forward to continuing to work with you on the analysis of the revised project alternatives and, subsequently, the Recirculated Draft Environmental Impact Report /Supplemental Draft Environmental Impact Statement.

Mr. Jim Bartel  
June 22, 2010  
Page 2

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Marie Petry/Caltrans District 8  
Merideth Cann/Jacobs Engineering  
Rob McCann/LSA Associates, Inc.

# **Chapter 1      Proposed Project**

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## **1.1    Introduction**

The Riverside County Transportation Commission (RCTC), California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), propose to improve west-east transportation in western Riverside County (County) between Interstate 215 (I-215) in the west and State Route 79 (SR-79) in the east. The proposed project will construct a new freeway, known as the Mid County Parkway (MCP), which will provide a direct and continuous route connecting major population/employment centers as identified in the Land Use Element of the County of Riverside General Plan and the General Plans of the cities of Perris and San Jacinto, a distance of approximately 16 miles (mi). The MCP project's regional location is shown in Figure 1.1.1.

RCTC is the project proponent and the lead agency under CEQA and has adopted guidelines for implementing the California Environmental Quality Act (CEQA). FHWA is the lead agency under the National Environmental Policy Act (NEPA), with Caltrans acting as its agent and providing oversight for the NEPA process. Caltrans may also become the owner/operator of the MCP if it is designated as a State Route following the completion of construction. RCTC, Caltrans, and FHWA are working in close collaboration with United States Army Corps of Engineers (USACE), United States Environmental Protection Agency (EPA), United States Fish and Wildlife Service (USFWS), and California Department of Fish and Game (CDFG) in the development of Purpose and Need and the Alternatives for the MCP project.

## **1.2    Background**

The MCP project was identified as a key west-east regional transportation corridor as a result of several years of comprehensive land use and transportation planning in Riverside County through the Riverside County Integrated Project (RCIP). The RCIP was an unprecedented, multiyear planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for Riverside County for the first half of the 21st century. Riverside County is one of the fastest growing counties in the United States. The purpose of the RCIP was to address the planning, environmental, and transportation issues that would result from the



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anticipated doubling of population in Riverside County, from 1.5 million residents currently to approximately 3.0 million by 2020. The RCIP included three components: (1) a new General Plan for Riverside County, adopted in October 2003; (2) a Multiple Species Habitat Conservation Plan (MSHCP) for western Riverside County (approved in June 2004); and (3) the Community and Environmental Transportation Acceptability Process (CETAP). CETAP study efforts were jointly undertaken by the RCTC and the County of Riverside as a part of the RCIP. CETAP included the study of two intercounty corridors (Riverside County to Orange County and Riverside County to San Bernardino County) and two intracounty transportation corridors (a north-south and a west-east corridor in western Riverside County). Tier 1 analyses and environmental documents were initiated for the two intracounty corridors in fall 2000: a north-south corridor referred to as Winchester to Temecula, and a west-east corridor known as the Hemet to Corona/Lake Elsinore (HCLE) Corridor. The purpose of the Tier 1 efforts was to select preferred alternatives in order to preserve needed right of way.

The west-east corridor was known as the HCLE Corridor (Figure 1.2.1). The agencies that participated in the HCLE Corridor study process developed the following purpose of the proposed action in the HCLE Corridor: “to provide multimodal transportation improvements that will help alleviate future traffic demands and congestion and improve the east-west movement of people and goods across western Riverside County.”<sup>1</sup> After a Draft Tier 1 Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was completed for the HCLE Corridor and circulated for public review in 2002 with a suite of 14 “build” alternatives, the RCTC Board accepted a staff recommendation in June 2003 to proceed with the accelerated preparation of a project-level environmental document for a west-east alternative that would generally follow the existing alignment of Cajalco Road and Ramona Expressway, known as the MCP project.<sup>2</sup>

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<sup>1</sup> Draft Environmental Impact Statement/Environmental Impact Report for the Riverside County Integrated Project, Hemet to Corona/Lake Elsinore Corridor, July 2002.

<sup>2</sup> Although the document prepared for the HCLE Corridor was a Tier 1 EIS/EIR, this Draft EIR/EIS for the MCP project does not “tier off” the HCLE Draft Tier 1 EIS/EIR pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines. This is because a Final Tier 1 EIS/EIR was not completed, and all of the data and analysis contained in the HCLE Draft Tier 1 EIS/EIR needed to be updated for the analysis of the MCP Alternatives.

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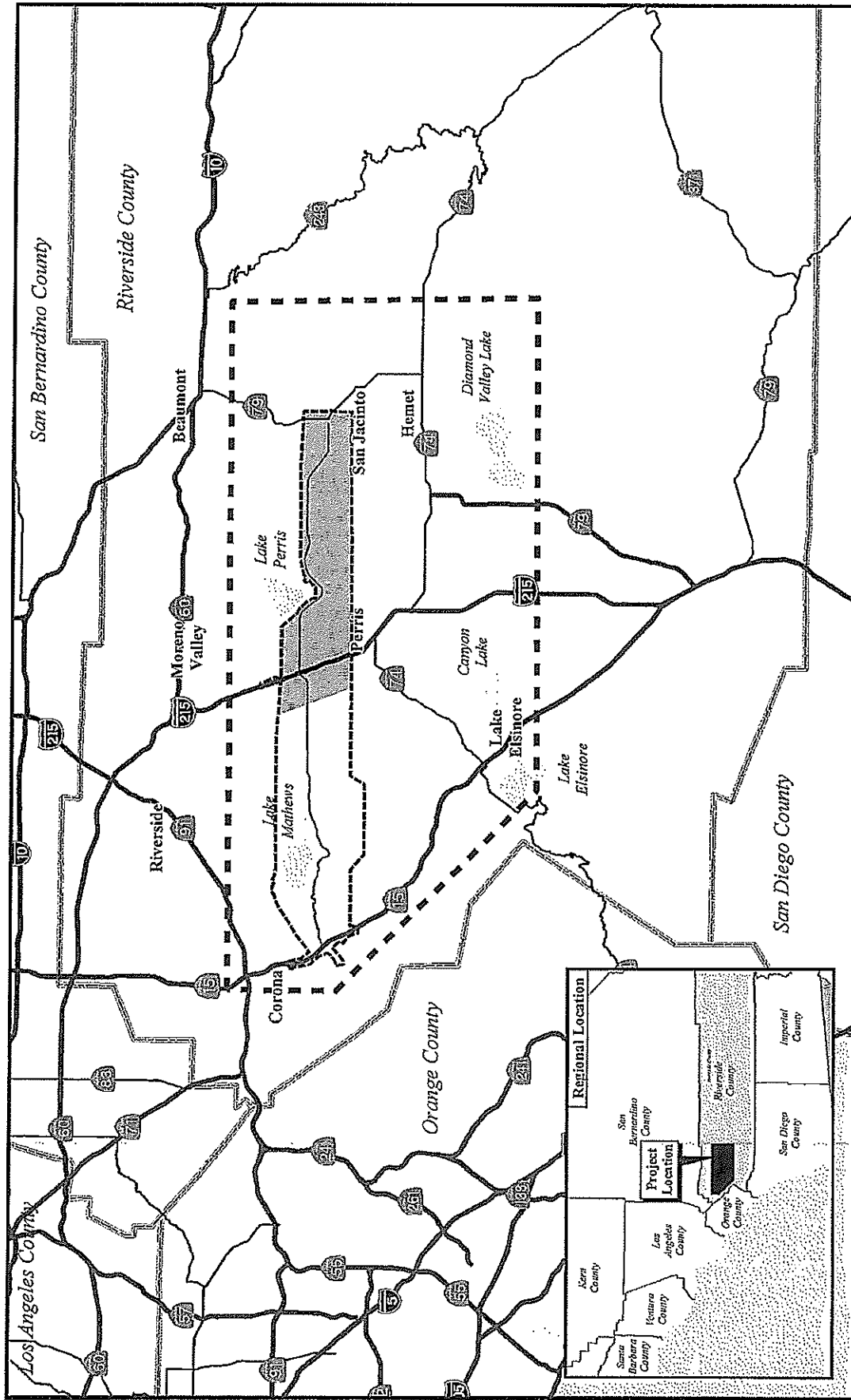


Figure 1.2.1

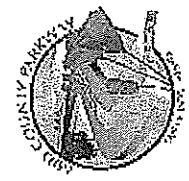
- Legend**
- Previous Mid County Parkway Study Area - 2004
  - Mid County Parkway Study Area - 2009
  - Hemet to Corona/Lake Elsinoe Study Area

SOURCE: ESRI (2006); TBM (2006); Jacobs Engineering (11/09)



# Hemet to Corona/Lake Elsinoe Study Area

PM 0.0/16.2 EA 08-0F3200



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Engineering and environmental studies were initiated in 2004 for the MCP project, a proposed 32 mi facility between Interstate 15 (I-15) and SR-79, and in September 2007 the RCTC Board selected a Locally Preferred Alternative (Alternative 9 Temescal Wash Design Variation) for the MCP project. In October 2008, the Draft EIR/EIS for the MCP project was circulated for a 90-day public review period. During this time, six public meetings/hearings were held and RCTC accepted public comments for the record at all of these meetings, along with comments via the MCP project website and email. Over 3,100 comments were received from 50 public agencies and organizations, 10 large property owners, 240 individuals, and a form letter from over 1,100 individuals nationwide.

The following two key themes emerged in the public review comments:

1. Concern about the cost and timing of available funds for the project. Many comments noted that, given the current economy and difficulty in securing funding for the entire project, limited financial resources should be focused on areas of greatest need.
2. Although the public comments raised concerns about many aspects of the project throughout its entire length, many comments suggested that making improvements to existing facilities rather than building the MCP facility would be a better expenditure of public funding in the western portion of the project area between I-15 and I-215. In this area, improving existing facilities, such as Cajalco Road, instead of building the MCP facility would minimize impacts to the rural communities of Gavilan Hills and Lake Mathews Estates as well as existing habitat reserves. Impacts to rural communities and existing habitat reserves were two major concerns raised in the public comments.

To address the concerns identified above, in spring 2009, RCTC as the lead agency under CEQA, FHWA as the lead agency under NEPA, and Caltrans acting as an agent and providing oversight for the NEPA process, developed an approach for completing the EIR/EIS process for the project. This approach modified the MCP project limits from 32 miles (I-15 to SR-79) to 16 miles (I-215 to SR-79) in order to focus transportation funding where the need is the greatest, between I-215 to SR-79, near existing facilities (i.e., Ramona Expressway<sup>1</sup>). This approach also includes

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<sup>1</sup> Ramona Expressway exists today between I-215 and SR-79 as a two- to six-lane arterial highway with numerous intersections and driveways for local property access.



preparation of a Recirculated Draft EIR/Supplemental Draft EIS that would revise the project purpose statement and modify the project alternatives.<sup>1</sup> RCTC recognizes that while the need for transportation improvements still exists between I-15 and I-215, the Riverside County Transportation Department's proposed widening improvements to Cajalco Road will alleviate a portion of that need. The greatest near-term need for west-east transportation improvements is east of I-215, even with the planned improvements along existing Ramona Expressway; see Section 1.3.2.1. Therefore, the project purpose for the modified MCP project focuses on the need for transportation improvements between I-215 and SR-79. As discussed later in Section 1.3.1, I-215 and SR-79 provide logical termini for the MCP project, and the project has independent utility even if no additional transportation improvements are made in the area. This approach for completing the EIR/EIS process for the modified MCP project was reviewed with the federal and State resource and regulatory agencies involved in the project (USACE, EPA, USFWS, and CDFG).

Fundamental to the modification of the MCP project purpose statement and alternatives is the tenet that no improvements between I-15 and I-215 are planned, designed, or intended to be implemented as part of the MCP project. The distinct transportation needs between I-15 and I-215 will be addressed by the Riverside County Transportation Department's General Plan roadway improvements for Cajalco Road. The Cajalco Road improvement project would be subject to a separate environmental review process in the future with the Riverside County Transportation Department acting as the lead agency. The Cajalco Road improvements will be analyzed in the MCP cumulative impacts assessment using the most current information available from the County (see Section 3.25, Cumulative Impacts, of this Recirculated Draft EIR/Supplemental Draft EIS for additional detail). A CETAP corridor between I-15 and I-215 would remain in the Regional Transportation Plan (RTP) so as to not preclude consideration of transportation improvements to address future needs beyond those being addressed by the Cajalco Road improvements.

On July 8, 2009, the RCTC Board formally took action to refocus the MCP project between I-215 and SR-79. As a result of the RCTC's Board action, a Recirculated Draft EIR/Supplemental Draft EIS is being prepared for the modified project. Public and agency comments previously submitted for the October 2008 Draft EIR/EIS will

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<sup>1</sup> See Chapter 2, Project Description and Alternatives, of this Recirculated Draft EIR/Supplemental Draft EIS for additional details on the project alternatives.

be included in the MCP Administrative Record, but no formal responses will be prepared. However, any comments applicable to the modified MCP project will be addressed in the Recirculated Draft EIR/Supplemental Draft EIS. Any comments received during the public review period of the Recirculated Draft EIR/Supplemental Draft EIS will be formally responded to prior to the Final EIR/EIS.

### 1.2.1 Funding and Programming

Table 1.2.A provides the preliminary cost estimate for the proposed MCP project.

The Project Approval/Environmental Document (PA/ED) phase of the MCP project, including the preparation of the Draft EIR/EIS and Recirculated Draft EIR/Supplemental Draft EIS, was funded with Riverside County Transportation Uniform Mitigation Fee funds and a federal streamlining funding allocation. No funding has been programmed for design, right of way acquisition, or construction although it is

**Table 1.2.A Preliminary Project Cost Estimate**

Cost Breakdown <sup>1</sup>	Estimated Costs <sup>2</sup> (\$ billion)
Engineering	0.07 to 0.10
Construction	1.7 to 2.4
Right-of-Way	0.4 to 0.8
Construction	1.2 to 1.5
Environmental Mitigation	0.13
<b>Total Cost</b>	<b>1.8 to 2.5</b>

Source: Jacobs, 2009.

<sup>1</sup> See Chapter 2 of this EIR/EIS for a cost breakdown by alternative.

<sup>2</sup> Cost provided is an average for the alternatives based on information in the Draft Project Report.

EIR/EIS = Environmental Impact Report/Environmental Impact Statement

anticipated that a combination of the local Measure "A" 0.5-cent sales tax, local Transportation Uniform Mitigation Fee fees, local agency and developer funds, and State and federal dollars would be pursued. The MCP project would be eligible for funding from the State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP), as well as other state and federal sources.

The project is currently included in the 2008 RTP adopted May 8, 2008, listed as CETAP Mid County Parkway Corridor (RIV031218). A revised programming description was submitted to the Southern California Association of Governments (SCAG) for the 2008 RTP Amendment No. 2. The following is the revised description approved by SCAG on January 22, 2010, for the project:

“Construct a 6–8 lane (3 to 4 lanes in each direction) approximately 16-mile Mid County Parkway corridor in western Riverside County between I-215 in Perris east to SR-79 in San Jacinto including construction/reconstruction of approximately 10 interchanges.”

The project is also included in the 2008 Regional Transportation Improvement Program (RTIP) Amendment No. 24, which was adopted on January 22, 2010. The following is the revised programming description included in the 2008 RTIP Amendment No. 24:

“Mid County Pkwy: Construct 6 to 8 through lane (3 to 4 lanes in each direction) approximately 16 mile Mid County Pkwy corridor in western Riverside County between I-215 in Perris east to SR-79 in San Jacinto including construction/reconstruction of approximately 10 interchanges.”

## **1.3 Project Purpose and Need**

### **1.3.1 Project Purpose**

The purpose of the proposed action is to provide a transportation facility that would effectively and efficiently accommodate regional west-east movement of people, goods, and services between and through Perris and San Jacinto. More specifically, the selected Alternative would:

- Provide increased capacity to support the forecast travel demand for the 2040 design year;
- Provide a limited access facility;
- Provide roadway geometrics to meet state highway design standards;
- Accommodate Surface Transportation Assistance Act (STAA) National Network trucks<sup>1</sup>; and
- Provide a facility that is compatible with a future multimodal transportation system.

The MCP project provides logical termini since it connects to two major north-south transportation facilities (I-215 and SR-79), has independent utility since the project is

---

<sup>1</sup> These are larger trucks that are permitted on the federal Interstate system and the non-Interstate Federal-aid Primary System.

usable and a reasonable expenditure even if no additional transportation improvements in the area are made, and it does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

### 1.3.2 Project Need

The MCP project is located in an area of western Riverside County<sup>1</sup> that is currently undergoing substantial population and employment growth. According to the California Finance Department, in 2009, the population in Riverside County reached approximately 2.1 million people. Population in Riverside County overall is expected to double between 2003 and 2035 from approximately 1.7 million to 3.6 million.<sup>2</sup> Specifically, the population in western Riverside County is expected to increase by over 1.3 million people between 2010 and 2035, an increase of more than 60 percent. Growth in employment is expected to occur at an even higher rate, approximately 80 percent between 2010 and 2035, with an overall doubling of the number of jobs between 2003 and 2035.<sup>3</sup> The Inland Empire Quarterly Economic Report states employment in the Inland Empire is no longer decreasing, and employment is projected to increase by 10,500 jobs in 2010 (approximately 0.9 percent). In addition, the report states the housing market in the Inland Empire appears to have bottomed out and is now in the recovery period due to demand and overwhelming supply coming from foreclosures.<sup>4</sup> Although currently funded transportation improvements will address some of the projected future demand, additional transportation improvements are needed to provide for the efficient movement of people and goods in the future.

---

<sup>1</sup> Western Riverside County consists of 16 incorporated cities and portions of unincorporated Riverside County and is generally bounded by San Diego County to the south, Orange County to the west, San Bernardino County to the north, and the San Jacinto Mountains to the east.

<sup>2</sup> 2008 RTP Integrated Growth Forecast, Southern California Association of Governments. Note, growth projections are provided only through 2035 since approved projections through 2040 are not yet available.

<sup>3</sup> 2008 RTP Integrated Growth Forecast, Southern California Association of Governments.

<sup>4</sup> San Bernardino Associated Governments (SANBAG; October 2009 and January 2010). Inland Empire Quarterly Economic Report.

### **1.3.2.1 Capacity, Transportation Demand and Safety**

#### ***Existing Capacity***

The existing major west-east facilities in western Riverside County consist of State Routes 60, 91, and 74 (SR-60, SR-91, and SR-74, respectively), and Interstate 10 (I-10); see Figure 1.3.1 for the existing circulation network. These facilities provide linkages between the major north-south facilities of I-15, I-215, and SR-79. In 2040, SR-60 and SR-91, as well as several segments of SR-74, are projected to operate at level of service (LOS) F. The previous HCLE CETAP studies evaluated several parkway alternatives along Ramona Expressway, Cajalco Road, and El Sobrante Road, as well as other alternatives to the south along portions of SR-74, Domenigoni Parkway, Ethanac Road, and Newport Road. While the Riverside County General Plan (2003) identifies several major west-east arterials south of SR-74 that provide alternative west-east routes, Ramona Expressway is the only existing major transportation corridor between SR-74 and SR-60/SR-91 (see Figure 1.3.1, Circulation Element) that provides a connection between I-215 and SR-79. Ramona Expressway is a two- to six-lane expressway with partial access control; therefore, discussion of capacity, transportation demand, and safety focuses on Ramona Expressway.

#### ***Level of Service***

Ramona Expressway currently operates at an unacceptable LOS (LOS F) through many segments with approximately 29,200 average daily traffic (ADT) in 2010. By 2040, it is anticipated, even with planned improvements in the Riverside County General Plan Circulation Element, Ramona Expressway would continue to operate at an unacceptable LOS F with approximately 74,900 ADT.<sup>1</sup> The 2040 projections show a more than 100 percent increase in traffic demand through the corridor. Existing capacity is inadequate to meet the future traffic demand.

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<sup>1</sup> Planned improvements include widening of Ramona Expressway to a 6- to 8-lane limited access facility per the Riverside County General Plan Circulation Element.

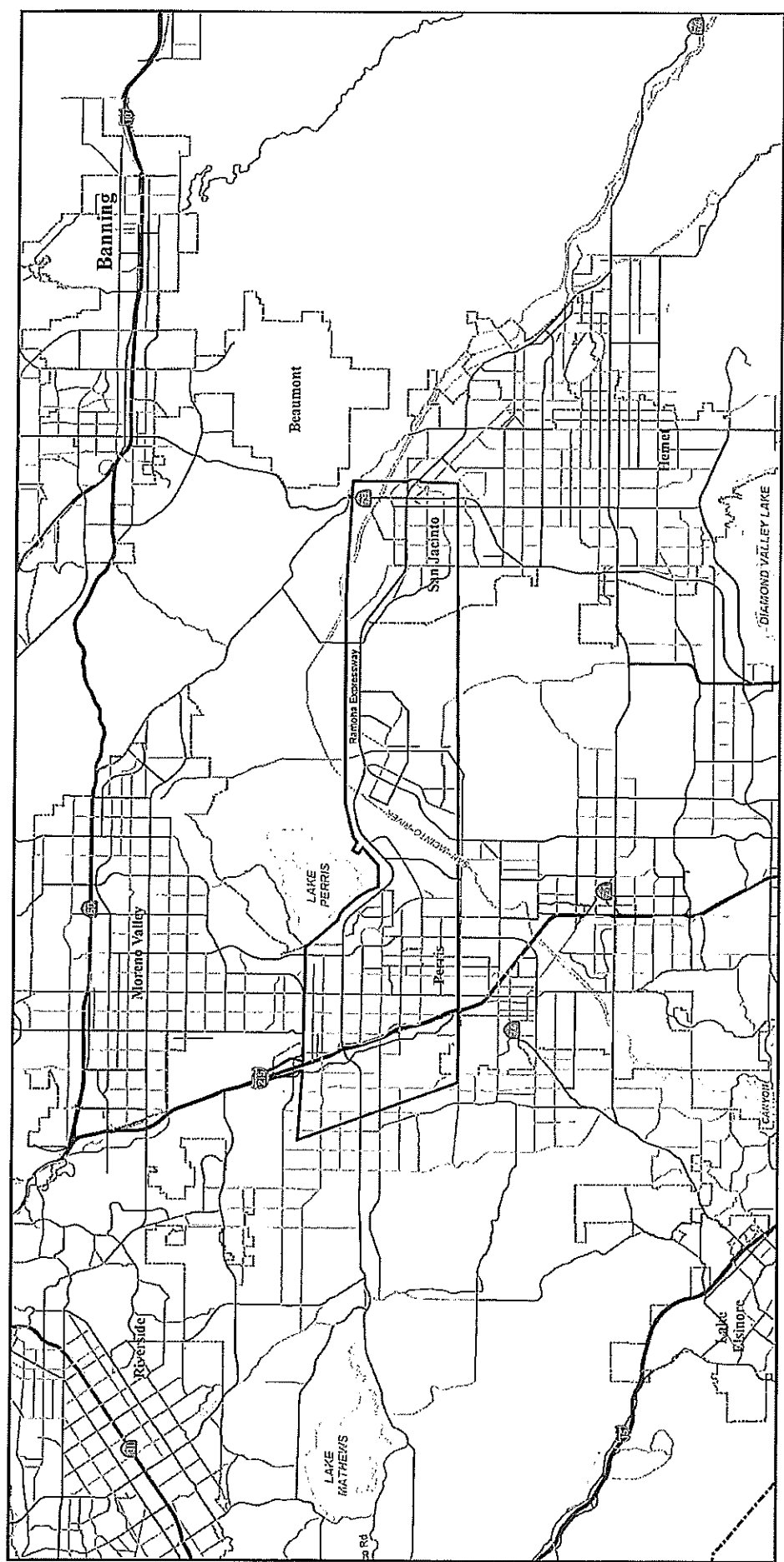


Figure 1.3.1

- LEGEND**
- |                 |                              |                              |
|-----------------|------------------------------|------------------------------|
| Study Area      | Circulation Element Roadways | Major (118' ROW)             |
| County Boundary | Expressway (220' ROW)        | Mountain Arterial (110' ROW) |
| City Limits     | Urban Arterial (152' ROW)    | Secondary (100' ROW)         |
| Highways        | Arterial (128' ROW)          | Collector (74' ROW)          |
| Major Roads     |                              |                              |

SOURCE: County of Riverside, 2003; Jacobs Engineering (11/2009)

0 3 6 Miles

0 5 10 Kilometers

**Circulation Element**  
 PM 0.0/16.2 EA 05-07320

RUCV311615\_Plan100\_05162014\_05162014.mxd (5/27/2014)



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### ***Travel Time***

A Travel Time Analysis (VRPA Technologies, 2010) was conducted for the MCP project. The following assumptions were used to estimate existing and 2040 future travel times along the MCP corridor between I-215 and SR-79:

- For existing conditions, no planned improvements, an average travel speed of 10 mph was estimated based on LOS F conditions for an arterial street (Class II), using the Urban Streets methodology of the Highway Capacity Manual. If no roadway improvements are made in this corridor, LOS F is the expected operating condition in 2040.
- For existing conditions, with General Plan Circulation Element planned improvements, an average travel speed of 21 mph was estimated based on LOS D conditions for an arterial street (Class I), using the Urban Streets methodology of the Highway Capacity Manual. The assumption is that Riverside County (and cities along the corridor) will provide necessary widening to achieve LOS D operating conditions in order to meet the goals of their General Plan Circulation Elements.

The Travel Time Analysis concluded that under existing conditions and existing conditions with General Plan Circulation Element planned improvements, the travel time between I-215 and SR-79 in 2040 would be 93 minutes and 44 minutes, respectively.

### ***Population/Traffic Forecast***

The MCP project would link the existing and growing population centers of the city of Perris and the city of San Jacinto. The city of Perris is currently served by I-215 in a north-south direction and SR-74 in a west-east direction. The city of San Jacinto is served by SR-79 in a north-south direction but is not served by a major west-east facility. In addition to linking communities in western Riverside County, the MCP project would link I-215 and SR-79, thereby facilitating regional traffic movement by providing a west-east connection to these major north-south transportation facilities.

Traffic modeling for the MCP studies is based on full implementation of the adopted Riverside County General Plan (2003), as well as implementation of the General Plans for the surrounding cities, including planned land uses identified in the Land Use Element and planned transportation facilities identified in the Circulation Element. Transportation modeling based on the adopted Riverside County General



Plan (2003) land uses indicates that the LOS on west-east arterials will be degraded without implementation of the MCP project.

There is no established standard for the desirable distance between major transportation facilities, and there is currently a broad range of distances between the major west-east freeways as they intersect with I-215 in this area. For example, SR-91 and SR-60 are approximately 10 mi apart, SR-60 and I-10 are approximately 3.0 mi apart, and I-10 and State Route 210 (SR-210) are approximately 6.0 mi apart. SR-91 and State Route 78 (SR-78) (the closest west-east freeway south of SR-91 in southern Riverside County/northern San Diego County) are separated by approximately 62 mi. While SR-74 and State Route 76 (SR-76) (conventional highways located in San Diego, Orange, and Riverside Counties) provide some of the needed west-east capacity, they are limited by topographic and other constraints and will accommodate only limited additional growth in traffic. The MCP project is located approximately half-way between SR-74 and SR-60, or approximately 8 mi from each facility (see Figure 1.3.2, Freeways and Other State Highways).

The future transportation modeling for 2040 conducted for the MCP project included a base network that assumed the following: (1) implementation of the improvements included in the 2008 RTP for western Riverside County and Coachella Valley; and (2) implementation of the arterial roadway improvements included in the adopted Circulation Element of the Riverside County General Plan. The land use assumptions in the transportation demand model reflected the land use types and intensities included in the Land Use Element of the Riverside County General Plan.

### **Capacity Needs**

SR-60 has three lanes in each direction from east of the I-215/SR-60 junction. The ability to expand capacity on SR-60 is severely restricted by existing development. Future capacity on parallel routes is also limited. Existing SR-74 has two to four lanes from Hemet to the I-15. The model assumes that SR-74 will be widened to eight lanes west of Ethanac Road. Even with planned expansion of both of these facilities, they will not be able to meet future west-east travel demand.

As discussed in Section 1.3.2.1, Ramona Expressway operates at unacceptable LOS both in 2010 and 2040. In addition, future traffic projections indicate all existing freeways will be operating at LOS F even with implementation of planned improvements as identified in the RTIP, Riverside County General Plan Circulation



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Element, the Measure A Expenditure Plan, and the implementation of transit “oases”<sup>1</sup> as identified in the Riverside County General Plan. Traffic demand forecasts and modeling indicate that approximately 37 percent of the trips in the MCP corridor would be traveling the entire length of the corridor from I-215 to the SR-79/Sanderson Avenue area, indicating regional trips; 63 percent would travel within the corridor, indicating an origin and destination between the cities of Perris and San Jacinto. Based on this percentage of through trips, the MCP project is not only serving as a major arterial within the communities through which it passes, but also provides a vital regional transportation role by serving longer trip lengths. Based on traffic model results for the 2040 conditions (with no MCP), approximately 60 percent of the westbound peak hour traffic on Ramona Expressway south of Lake Perris is destined for Perris, unincorporated areas north of Perris, and Moreno Valley. The remaining 40 percent of westbound traffic has a directional split of approximately 16 percent northbound on I-215, 23 percent westbound on Cajalco Road, and 1 percent southbound on I-215.

To serve the projected travel demand in this area, there is a need to maximize the capacity of the MCP project by limiting access. Access limitation is used to restrict entry onto through traffic facilities to manage traffic congestion and improve traffic operational conditions. Access on Ramona Expressway is not restricted, with intersections (both signalized and unsignalized) and driveways providing multiple points of access along these existing roadways.

There is also a need for the MCP project to accommodate truck traffic, which will be integral to future job growth in the area. The 1982 STAA allows large trucks to operate on the Interstate system, the non-Interstate Federal-aid Primary System, and certain primary routes (collectively referred to as the National Network). Caltrans has identified roadway design standards to provide for safe transportation of regional truck traffic, including STAA vehicles. Roadway design to accommodate these trucks must accommodate turning movements characterized by the rear tires following a shorter tracking path than the front tires. Currently, I-215 and SR-79 north of the MCP study area and south of SR-74 are included in the STAA National Network. The

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<sup>1</sup> The transit oases concept is based on a system of locally served rubber-tired transit service (i.e., bus) to concentrations of employment, community activity, and residences in a manner that is linked with regional transportation opportunities.

existing Ramona Expressway currently does not meet STAA standards. The MCP project would provide another west-east link for goods movement if it is designed to meet STAA standards.

### Safety

Summaries of the existing accident information for I-215 and Ramona Expressway are shown in Tables 1.3.A and 1.3.B, respectively. At some locations, accident rates on I-215 and Ramona Expressway exceed statewide averages. Some of the higher-than-expected accident rates are due to congestion and/or unsignalized intersections.

**Table 1.3.A Accident Data on I-215 – Harley Knox to Nuevo Road**

Location	Facility	PM	Actual Accident Rates <sup>1</sup>			Average Accident Rates <sup>1</sup>		
			Fatal	Fatal + Injuries	Total	Fatal	Fatal + Injuries	Total
I-215: Harley Knox to Cajalco Expressway/Ramona Expressway	NB	30.93–32.33	0.000	0.11	0.043	0.009	0.29	0.91
	SB	30.93–32.33	0.000	0.21	0.80	0.009	0.29	0.91
I-215: Cajalco Expressway/Ramona Expressway to Nuevo Road	NB	27.88–30.93	0.006	0.20	0.50	0.009	0.28	0.90
	SB	27.88–30.93	0.012	0.17	0.50	0.009	0.28	0.90

Source: Caltrans 2009.

<sup>1</sup> Accident rates based on total number of fatal and injury accidents, as reported in Caltrans accident reports. Accident rates for mainline segments are expressed in accidents per million vehicle miles. Accident rates for ramps are expressed in accidents per million vehicles.

Caltrans = California Department of Transportation

I-215 = Interstate 215

PM = Post Mile

**Table 1.3.B Summary of Accident History, Ramona Expressway, 2006 through 2008**

Roadway	Accident Category	Location	Fatality	Injury	Property Damage Only	Total
Ramona Expressway	Roadway Segment	Rider Street to Sanderson Avenue	6	60	62	128
Ramona Expressway	Roadway Segment	I-215 to Rider Street	4	40	78	122

Source: County of Riverside, 2009.

I-215 = Interstate 215

I-215 accident rates were compared to statewide averages for similar types of facilities. Two of the locations show actual accident rates below the average accident rates for similar facilities while two locations show actual accident rates above the average accident rates for similar facilities. Analysis of accidents for the locations with higher than average accident experience showed no obvious accident pattern

(i.e., the accident rate was the result of low traffic levels combined with a few random accidents). The accidents would expect to be reduced with implementation of the MCP project.

For Ramona Expressway, Table 1.3.B indicates that the accident experience is typical of suburban and rural arterial roadways.

Overall, while accident rates are not noticeably different from other similar facilities, there are locations along the existing route (Ramona Expressway) where design features (such as curves and/or steep grades) and land use conflicts (including direct driveway access to the roadway) create conditions that could contribute to higher accident rates with the growth in traffic volumes on these two roadways. Further, it is not feasible to convert existing Ramona Expressway to a facility that meets Caltrans standards due to the roadway deficiencies discussed below. For these reasons, a need exists to establish an alternative transportation route that provides for limited access and is consistent with current State highway standards, thus resulting in an improvement in safety and a reduction in the potential for accidents.

### **1.3.2.2 Roadway Deficiencies (Ramona Expressway)**

Existing Ramona Expressway forms the only existing, continuous west-east highway in the MCP study area. There are limitations related to design and capacity that restrict the ability of the existing roadways to meet future travel demand.

#### ***Operational***

The existing Ramona Expressway design does not meet current Caltrans or Riverside County standards for major roadways. The 2006 Caltrans Highway Design Manual identifies key design standards that will be applied in the design of the MCP project. Application of the Caltrans design standards represents a conservative approach, since these standards meet or exceed the design standards for Riverside County roads. Also, even if the MCP project is not designated a State highway in the future, compliance with Caltrans design standards will be required at the interchanges with I-215 and SR-79. These standards include a design speed of 75 mph, a minimum curve radius of 3,000 feet (ft), and a maximum vertical grade of 6 percent. The existing roadway geometry does not meet Caltrans standards for 75 mph in several areas; therefore, widening the existing facility in these areas without redesign is not feasible. Existing Ramona Expressway includes six horizontal curves that do not meet Caltrans standards.

Currently, there are numerous direct access points (driveways and local roadways) onto Ramona Expressway. These numerous access points result in the potential for conflict that impedes traffic flow. Uncontrolled access points reduce the overall capacity of Ramona Expressway and increase the possibility of accidents. Hence, the need for identifying appropriate access points from the federal and State highway system, as well as from local streets, and providing local access to existing and future development through the use of frontage roads or other solutions is necessary to improving operational deficiencies and overall safety.

#### **1.3.2.3 Social Demands or Economic Development**

The MCP project was identified as a key west-east regional transportation corridor as a result of several years of comprehensive land use, habitat conservation, and transportation planning in Riverside County through the RCIP. Initiated in 1999, the RCIP was an unprecedented, multiyear planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for Riverside County for the first half of the 21st century. The purpose of the RCIP was to address the planning, environmental, and transportation issues that would result from the anticipated population growth in Riverside County. The RCIP included three components: (1) a new General Plan for Riverside County, adopted on October 2003; (2) an MSHCP for western Riverside County (approved by the County in June 2003 and by the United States Fish and Wildlife Service [USFWS] in June 2004); and (3) the CETAP through which the planning of four major transportation corridors was initiated, including what is now the MCP project. In addition, the RCIP Partnership Action Plan (September 2000) committed participating federal, State, and county governments to incorporate the western Riverside County Special Area Management Plan (SAMP) into all three RCIP planning efforts. The purpose of the SAMP is to provide for comprehensive aquatic resource protection and reasonable economic growth.

The Circulation Element of the 2003 Riverside County General Plan acknowledges the concurrent CETAP planning efforts to identify preferred west-east and north-south alternatives and preserve future right of way. The Circulation Element identifies Ramona Expressway as a future expressway of four to eight lanes.

The MCP project would fulfill the intent of the prior RCTC and County of Riverside actions with regard to the planning of the HCLE CETAP Corridor and is consistent with the intent of the Riverside County Circulation Element, which recognizes that the specific alignment decisions regarding the CETAP corridors may result in

appropriate amendments to the General Plan. The MCP project provides a west-east transportation facility to support the planned land use envisioned in the Riverside County General Plan, and is being planned and designed in a way to further the conservation goals of the western Riverside County MSHCP.

The MCP project is also consistent with the goals of the Riverside County General Plan (2003), which sets forth the need to incorporate future growth with transportation and multipurpose open space systems in areas that are well served by public facilities and services and preserve significant environmental features. The Riverside County General Plan also specifies the need to connect whole communities, which the MCP project would do by providing a linkage between the cities of Perris and San Jacinto with one west-east transportation facility.

#### **1.3.2.4 Legislation**

##### ***Executive Order***

On September 18, 2002, President George W. Bush signed Executive Order (EO) 13274 for environmental stewardship and streamlining. This order required transportation and natural, cultural, and historical resource agencies to establish realistic timeframes on environmental transportation documents, and required the agencies to work together to provide efficient review of the documents while protecting the environment. CETAP, of which the MCP project is a part, was one of the first seven projects to be placed on the national priority list for review under EO 13274.

##### ***County***

Riverside County voters approved Measure A in 1988. Measure A permits a half-cent sales tax program to be implemented to collect funding for transportation improvement projects in Riverside County. Measure A was set to expire in 2009; however, in 2002 voters approved a 30-year extension for the sales tax program to 2039. The MCP project is one transportation project being considered by the RCTC that may receive partial funding from Measure A.

The RCTC may initiate future legislation to designate the MCP as a State highway.

#### **1.3.2.5 Modal Interrelationships and System Linkages**

##### ***Modal Interrelationships***

In addition to the rapid population growth in western Riverside County, the employment base is also increasing, particularly in intermodal goods distribution. Land planning and economic projections indicate that the Perris/Moreno Valley/



March Air Reserve Base area will serve as a major distribution hub for goods in the Inland Empire.<sup>1</sup> This employment center will result in increased travel demand by commuters, as well as by trucks carrying goods in and out of the area. The MCP project is located within the future population and employment centers it would serve including the Perris/Moreno Valley/March Air Reserve Base area and San Jacinto (Figure 1.3.3, Jurisdictional Boundaries).

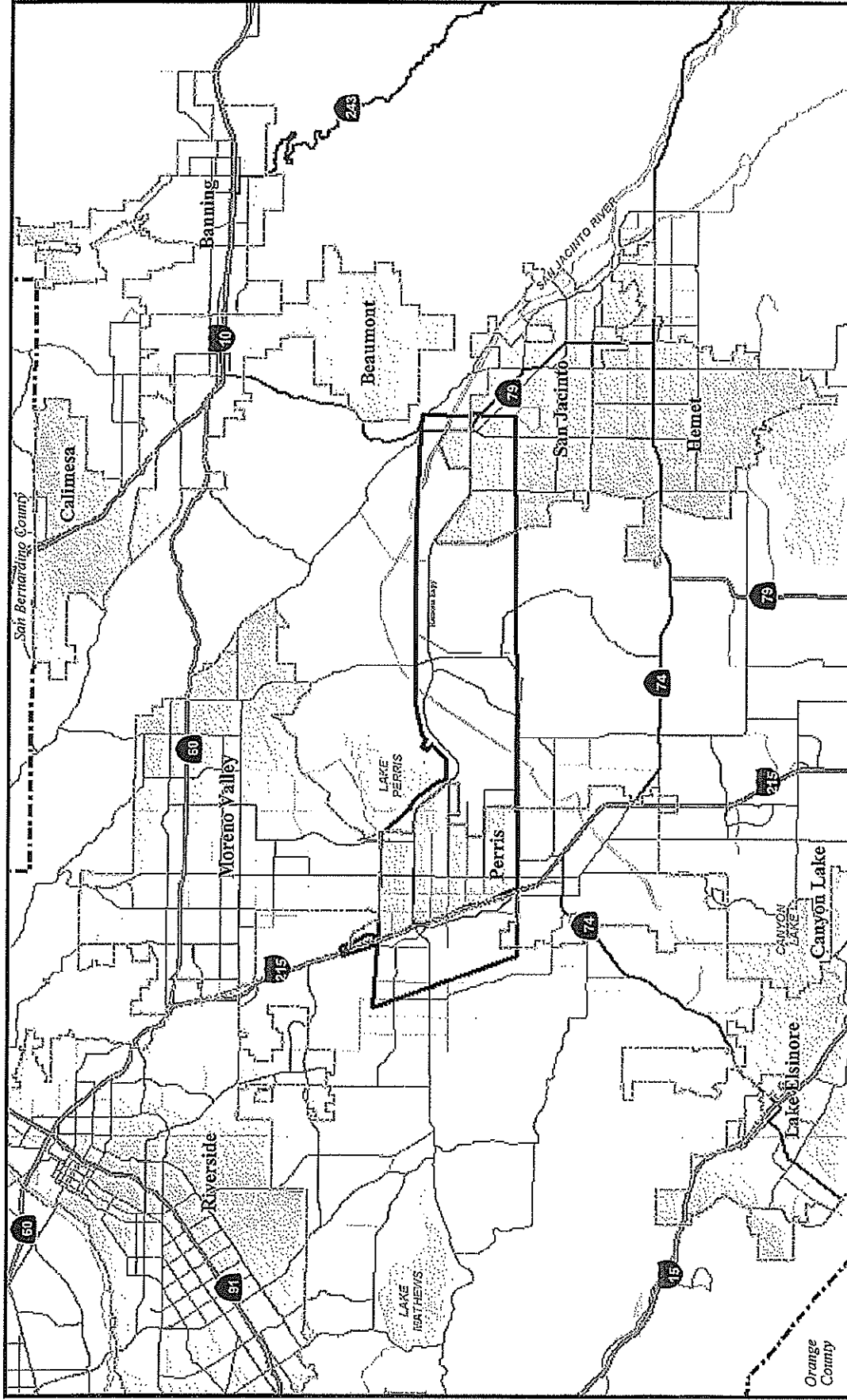
The location of the MCP project through the city of Perris offers an opportunity to create a linkage between the MCP project and two major planned transit projects (the Perris Valley Line [PVL] and Perris Multimodal Facility). The proposed PVL would provide commuter rail service from the city of Perris to the city of Riverside and areas west by extending existing service (Metrolink 91 Line) that links the city of Riverside with downtown Los Angeles via Fullerton. It is anticipated that the proposed PVL would connect with the Perris Multimodal Facility located in downtown Perris off C Street and would provide for connecting bus (including the Riverside Transit Agency) and rail (including Metrolink) service. The Perris Multimodal Facility is in close proximity to the MCP project. Six new stations have been identified for construction along the PVL, including the Ramona Station that is proposed to be located at Cajalco Road and I-215. By reducing travel time and traffic congestion in the MCP study area, the MCP project would help improve accessibility to stations serving the PVL.

### ***System Linkages***

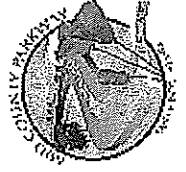
For the last several decades, western Riverside County has served as a population center for commuters to jobs in Orange and Los Angeles counties, resulting in high levels of west-east travel demand. The major north-south transportation facilities in western Riverside County are I-215 and SR-79, and the major west-east transportation facilities are SR-91, SR-60, and SR-74. The SR-91/SR-60 corridor and SR-74 are 16 mi apart, with no other major west-east highway in between. The MCP project is located between the SR-91/SR-60 corridor and SR-74, and would provide another needed west-east corridor/connection to improve the regional transportation network and to meet future west-east travel demand.

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<sup>1</sup> According to the Riverside County General Plan Land Use Element (2003), build out of the March Joint Powers Authority (JPA) Planning Area will account for 21.5 million square feet of commercial and industrial development and up to 38,000 jobs.



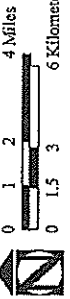
### Figure 1.3.3



## Jurisdictional Boundaries

PM 0.0/16.2 EA 08-0F3200

**SOURCE:** TBM (2006), Jacobs Engineering (11/2009)



0 1.5 3 6 Kilometers

ENCV53\GIS\_Final\VEIR\_EIS\Recirculated\_Draft\Jurisdictional\_Boundaries\_8x11.mxd (5/27/2010)

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### **Related Projects**

Information concerning related projects provides contextual information for the MCP project and identifies how the transportation agencies have coordinated transportation planning efforts. There is a recognized need to ensure the MCP project will be implemented in a manner that is consistent with the programmed and planned improvements listed below. These related improvements are on facilities that represent future connections or are complementary to the MCP project.

The related transportation projects to the MCP project are depicted on Figure 1.3.4 and include:

- **Constructing SR-79 as a Four-Lane Expressway:** Constructing SR-79 as a four-lane expressway on a new alignment from Gilman Springs to Domenigoni Parkway, generally following an alignment west of Warren Road through the city of Hemet. This study is in progress by RCTC and Caltrans. Construction of initial phases is tentatively scheduled to begin in 2014.
- **SR-79 Widening:** SR-79 Interim Widening Project will improve SR-79 between Thompson Road and Domenigoni Parkway by extending slopes between Thompson Road and Abelia Street, widening a 5.4 mi segment of SR-79 from two to four lanes between Abelia Street and Domenigoni Parkway, installing a painted center median, and constructing turn lanes at intersections. The PA/ED phase of this project is expected to be complete in August 2010.
- **Widening of I-215:** RCTC plans to widen I-215 from Murrieta Hot Springs Road in Murrieta to the I-215/Box Springs Road interchange in Riverside. The project is divided into three segments (south, central, and north). The south segment would add one mixed-flow lane in each direction from Murrieta Hot Springs Road in Murrieta to Scott Road north of Murrieta. Construction for the south segment is planned for early 2011–early 2013. The central segment would also add one mixed-flow lane in each direction from Scott Road north of Murrieta to Nuevo Road in Perris. Construction for the central segment is planned for December 2012–December 2014. The north segment proposes to add one high-occupancy vehicle (HOV) lane in each direction from 1.3 mi south of Nuevo Road in Perris to 0.2 miles south of the I-215/Box Springs Road interchange in Riverside. The PA/ED phase of this segment has not been initiated. This project is programmed in RCTC's Measure A Expenditure Plan.

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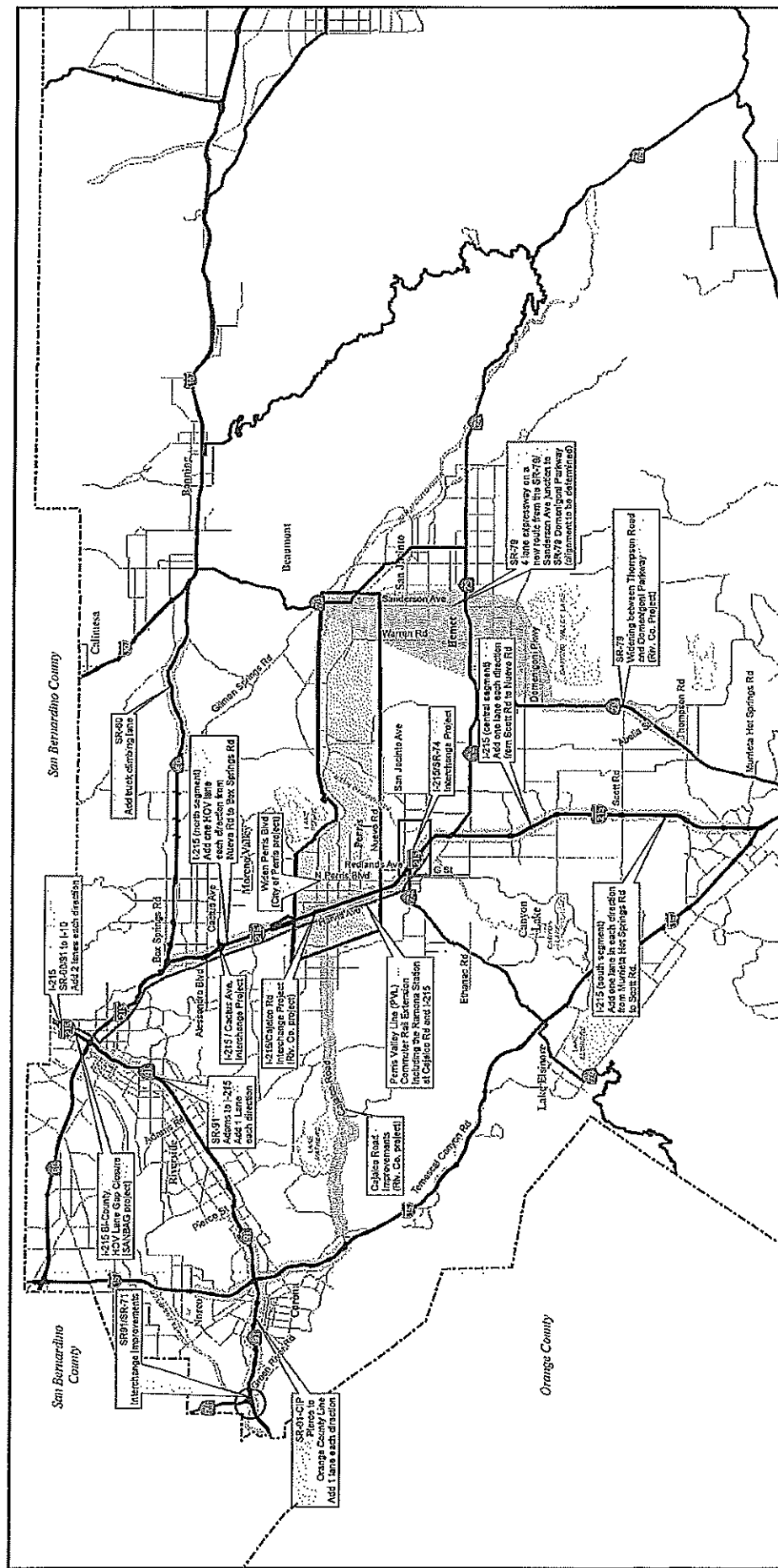


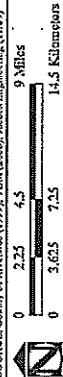
Figure 1.3.4



### Related Transportation Improvement Projects

KP 0.0/51.0 (PM 0.0/1.7) EA 08-0F5200

SOURCE: County of Riverside (1992); THM (2006); Jacobs Engineering (11/09)



14JCN531GJS FinalVEIR DISRegulated On/Offmap related projects.mxd (5/27/2010)

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- **I-215/SR-74 Interchange Improvement Project:** RCTC proposes construction of a new overcrossing structure to replace the existing SR-74 and I-215 interchange, as well as the reconfiguration of the 4th Street/Redlands Avenue intersection, widening of 4th Street (SR-74) between G Street and Redlands Avenue, widening of Redlands Avenue between I-215 and San Jacinto Avenue, and the construction of retaining walls and sound walls.
- **I-215/Cajalco Road Interchange Improvement Project:** The County of Riverside plans to improve the I-215/Cajalco Road interchange by widening the northbound and southbound off-ramps from two to three lanes, and widening Ramona Expressway between the northbound and southbound ramps to provide truck turning movements and accommodate one additional lane eastbound and westbound in the future.
- **I-215/Cactus Avenue Interchange Project:** The City of Moreno Valley plans to widen the I-215/Cactus interchange from three to six through lanes, widen the ramps from one lane to two to three lanes (entry ramps include HOV), and extend the northbound auxiliary lane between Alessandro Boulevard south to the Cactus Avenue northbound entry loop ramp.
- **I-215 Bi-County HOV Lane Gap Closure:** The San Bernardino Associated Governments (SANBAG) is working with RCTC and Caltrans to complete preliminary engineering and environmental studies to add an HOV lane in both directions on I-215 between San Bernardino and Riverside. This 7.5 mi (12.0 kilometers [km]) project extends from the Orange Show Road interchange in San Bernardino to the 60/91/215 interchange in Riverside and crosses the cities of Colton and Grand Terrace. Construction is expected to start by the end of 2012 and be completed by the end of 2014.
- **The Perris Valley Line (PVL):** The PVL is a 24 mi extension of the Metrolink 91 Line. The extension would begin at the existing Riverside-Downtown Station in the city of Riverside and proceed north on the Burlington Northern Santa Fe (BNSF) Line for approximately 3 mi before turning southeast along the San Jacinto Branch Line. The PVL terminus is in the city of Perris at SR-74 and Ethanac Road. The project will include four stations upon the initiation of service. Two additional stations will be added in the future, including the Ramona Station, which will be located at Cajalco Road, and I-215 in the MCP study area. The project is fully funded in the 2008 RTP through construction. Construction of the project is planned for 2011, and the project would be in operation by the end of 2012.



- **Cajalco Road Improvements:** The County of Riverside is currently in the planning stages to widen Cajalco Road from two lanes to four lanes between Harvill Avenue and Temescal Canyon Road. The project length is approximately 16 mi.
- **Perris Boulevard Improvements:** The City of Perris plans to widen Perris Boulevard from two to six lanes from Ramona Expressway to the Perris Valley Storm Drain.
- **SR-60 Truck-Climbing Lane:** Add one truck-climbing lane in the Badlands area east of Moreno Valley.
- **Widening of SR-91 from Adams to 60/91/215 Interchange:** Add one lane in each direction from Adams to the 60/91/215 interchange in Riverside. The PA/ED phase was completed in 2007 and construction is tentatively scheduled to be initiated in 2011.
- **Widening of SR-91 from Pierce Street to Orange County (SR-91 Corridor Improvement Project [CIP]):** Widen existing SR-91 to include HOV lanes or express lanes, and general-purpose (GP) lanes from the junction of the SR-91/State Route 241 (SR-241) interchange in the city of Anaheim in Orange County to Pierce Street in the city of Riverside in Riverside County. Construction is scheduled to begin in 2011 and be completed in 2016.
- **State Route 91/71 Interchange:** Improve the connection between SR-91 and State Route 71 (SR-71) by replacing the existing single-lane connection between eastbound SR-91 and northbound SR-71 with a new, two-lane, direct flyover ramp, in addition to building a new, separate eastbound road just south of and parallel to SR-91 to provide improved access between the Green River Road interchange and the SR-91/SR-71 interchange. Construction is planned to be completed by 2016.



DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO

ATTENTION OF: July 15, 2010  
Chief, Regulatory Division

Ms. Marie J. Petry  
Senior Environmental Planner  
State of California, Department of Transportation  
District 8, Environmental Planning (MS 821)  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
San Bernardino, California 92401-1400

Dear Ms. Petry:

I am responding to your request for our formal response to the **Mid-County Parkway (MCP) Project** purpose and need statement pursuant to the *National Environmental Policy Act/Clean Water Act Section 404 Memorandum of Understanding* (2006). Our goal is to reach mutual agreement on the NEPA purpose and need statement such that its phrasing is appropriate for defining the overall project purpose statement under the Section 404(b)(1) Guidelines (40 C.F.R. Part 230).

In our role as an official cooperating agency as well as part of our on-going regulatory pre-application consultation, the U.S. Army Corps of Engineers (Corps), Los Angeles District, offered verbal and written comments on previous draft versions of the purpose and need statement, which appear to have been satisfactorily incorporated and/or addressed. Based on the proposed purpose and need statement attached to your June 22, 2010 letter of request for our agreement/disagreement, the purpose statement is as follows:

"The purpose of the proposed action is to provide a transportation facility that would effectively and efficiently accommodate regional west-east movement of people, goods, and services between and through Perris and San Jacinto."

The Corps believes the aforementioned MCP Project purpose and need statement appropriately reflects the needs of the anticipated future applicant (i.e., Riverside County Transportation Commission) and that it will provide for a reasonable range of alternatives to be evaluated in the Re-circulated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, including the 404(b)(1) alternatives analysis. Therefore, in accordance with the procedures stipulated in the 2006 MOU for the Purpose and Need Checkpoint, the Corps offers its agreement.

Should you have any questions or need additional information, please contact Ms. Susan A. Meyer, Senior Project Manager, of my staff at (808) 438-2137 or electronically at [susan.a.meyer@usace.army.com](mailto:susan.a.meyer@usace.army.com). Assisting the regulated public is important to us, so your feedback and comments on your experience with our Regulatory Program office are appreciated. You are invited to complete our customer survey located at the following website: <http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,



Mark D. Cohen  
Deputy Chief, Regulatory Division

CF:

Mr. Tay Dam, Federal Highway Administration  
Ms. Cathy Bechtel, Riverside County Transportation Commission  
Ms. Susan Sturges, U.S. Environmental Protection Agency, Region IX  
Mr. Eric Raffini, U.S. Environmental Protection Agency, Region IX  
Ms. Karin Cleary-Rose, U.S. Fish and Wildlife Service



## United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road, Suite 101  
Carlsbad, California 92011



In Reply Refer To:  
FWS-WRIV-08B0080-10TA0843

JUL 19 2010

Ms. Marie J. Petry  
Department of Transportation  
District 8, Environmental Planning (MS 821)  
464 West 4<sup>th</sup> Street, 6th Floor  
San Bernardino, California 92401-1400

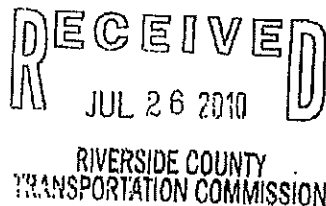
Re: Request for Comment on the Purpose and Need for the Mid County Parkway Project, Riverside County, California

Dear Ms. Petry

You have requested comments on the purpose and need for the Mid County Parkway (MCP) pursuant to the 2006 Memorandum of Understanding for the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU). The MCP is a major west-east transportation corridor between Interstate and 215 State Route 79 in western Riverside County. We received your request on June 24, 2010.

We have been participating in coordination meetings for the development of the project Purpose and Need. The Purpose and Need enclosed in your letter dated June 22, 2010, reflects the comments provided during coordination meetings and will provide for the inclusion of a reasonable range of alternatives in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement. We have no further comments on the Purpose and Need for the MCP.

We look forward to future participation in the transportation planning process. If you have any questions about this letter, please contact Karin Cleary-Rose of this office at (760) 431-9440, extension 228.



Sincerely,

Kennon A. Corey  
Assistant Field Supervisor

cc:  
TayDam, FHWA  
Cathy Bectel, RCTC, Riverside CA  
Susan Meyer, ACOE, Los Angeles CA



Ms. Marie Petry (FWS-WRIV-08B0078-10TA0843)

2

Susan Sturges, EPA, Region IX  
Eric Rafini, EPA, Region IX



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX

75 Hawthorne Street  
San Francisco, CA 94105

JUL 21 2010

Tay Dam  
Federal Highway Administration  
Los Angeles Metro Office  
888 S. Figueroa Street, Suite 1850  
Los Angeles, CA 90017

Dear Mr. Dam:


The U.S. Environmental Protection Agency (EPA) is writing in response to the California Department of Transportation (Caltrans) request of June 22, 2010 for "Agreement" on the Purpose and Need statement for the proposed Mid County Parkway (MCP) Project, Riverside County, California. The purpose of this letter is to express EPA's "Agreement" with the revised Purpose and Need statement in accordance with the April 2006 *National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects Memorandum of Understanding* (NEPA/404 MOU).

Caltrans is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) to improve west-east transportation in western Riverside County between Interstate 215 in the west and State Route (SR) 79 in the east. The previous DEIS examined a larger 32-mile corridor from SR 79 west to Interstate 15. EPA has coordinated with Caltrans, Riverside County Transportation Commission, as well as the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service, in the development of the Purpose and Need statement during interagency meetings, and has also provided preliminary comments on a draft Purpose and Need statement in April 2010 and May 2010. We are pleased that the concerns of the federal regulatory agencies have been addressed through the NEPA/404 MOU coordination process. EPA agrees with the Purpose and Need statement as identified in the materials submitted to EPA on June 22, 2010.

Thank you for this opportunity to participate in the development of the MCP Purpose and Need statement. We look forward to continued participation in this project through the NEPA/404 MOU process and are available to answer questions. If you have any questions,

please feel free to contact Susan Sturges at 415-947-4188 ([sturges.susan@epa.gov](mailto:sturges.susan@epa.gov)), the lead reviewer for this project.

Sincerely,

0005 1 1 10  


Connell Dunning, Transportation Team  
Supervisor  
Environmental Review Office  
Communities and Ecosystems Division

CC: Marie Petry, California Department of Transportation  
Cathy Bechtel, Riverside County Transportation Commission

CC via email: Karin Cleary-Rose, U.S. Fish and Wildlife Service  
Susan Meyer, U.S. Army Corps of Engineers  
Scott Dawson, California Department of Fish and Game  
Rob McCann, LSA Associates, Inc.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

ENVIRONMENTAL PLANNING (MS 821)

464 WEST FOURTH STREET, 6<sup>th</sup> FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-2841

FAX (909) 383-6494

TTY 711

*Flex your power!  
Be energy efficient!*

December 20, 2010

Mr. David J. Castanon  
Chief, Regulatory Division  
United States Army Corps of Engineers, Los Angeles District  
911 Wilshire Boulevard  
Los Angeles, CA 90017

Dear Mr. Castanon:

**Request for Agreement on Modified Range of Alternatives for Mid County Parkway**

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have developed a modified set of alternatives for the MCP project (please refer to Attachments 1–5). Pursuant to the 2006 National Environmental Policy Act (NEPA)/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA is requesting a formal "Agree/Disagree" response from your agency for the modified MCP set of alternatives.

In addition, FHWA, Caltrans, and RCTC request to use the evaluation criteria developed in 2004 and updated to analyze the modified set of alternatives to be studied in the Re-circulated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, and to be used to develop a recommendation on the Least Environmentally Damaging Practicable Alternative (see Attachment 7 of this letter for a complete list of the criteria). This request is also consistent with provisions of Section III at number 5 of the 2006 NEPA/Clean Water Act Section 404 MOU.

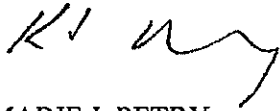
*"Caltrans improves mobility across California"*



Mr. David J. Castanon  
December 20, 2010  
Page 2

We are requesting your agency's written response within 30 calendar days, per the 2006 MOU. If you have any questions, please contact Tay Dam of FHWA at (213) 605-2013 or e-mail at [tay.dam@dot.gov](mailto:tay.dam@dot.gov).

Sincerely,



f. MARIE J. PETRY  
Senior Environmental Planner  
Special Studies

cc: Tay Dam/FHWA  
Shawn Oliver/ FHWA  
Larry Vinzant/ FHWA  
Susan Meyer/USACE  
Cathy Bechtel/RCTC  
David Bricker/Caltrans District 8  
Nassim Elias/Caltrans District 8  
Marie Petry/Caltrans District 8  
Merideth Cann/Jacobs Engineering  
Rob McCann/LSA Associates, Inc.

Enclosures: Attachment 1: Background Information on the Mid County Parkway Alternatives  
Attachment 2: Initial Set of Mid County Parkway Alternatives (2004)  
Attachment 3: Refined Set of Mid County Parkway Alternatives (2005)  
Attachment 4: Modified Set of Mid County Parkway Alternatives (2010)  
Attachment 5: Map of the Modified Set of Mid County Parkway Build Alternatives  
Attachment 6: Map of the Comparison of Build Alternatives 4, 5, and 9 Modified (2010) to  
Build Alternatives 4, 5, 6, 7, and 9 (2005)  
Attachment 7: Evaluation Criteria for MCP Alternatives

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Be energy efficient!*

December 20, 2010

Ms. Connell Dunning  
United States Environmental Protection Agency Region 9  
Environmental Review Office  
75 Hawthorne Street (CED-2)  
San Francisco, CA 94105

Dear Ms. Dunning:

**Request for Agreement on Modified Range of Alternatives for Mid County Parkway**

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have developed a modified set of alternatives for the MCP project (please refer to Attachments 1–5). Pursuant to the 2006 National Environmental Policy Act (NEPA)/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA is requesting a formal "Agree/Disagree" response from your agency for the modified MCP set of alternatives.

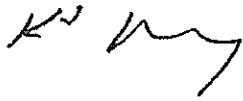
In addition, FHWA, Caltrans, and RCTC request to use the evaluation criteria developed in 2004 and updated to analyze the modified set of alternatives to be studied in the Re-circulated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, and to be used to develop a recommendation on the Least Environmentally Damaging Practicable Alternative (see Attachment 7 of this letter for a complete list of the criteria). This request is also consistent with provisions of Section III at number 5 of the 2006 NEPA/Clean Water Act Section 404 MOU.

*"Caltrans improves mobility across California"*

Ms. Connell Dunning  
December 20, 2010  
Page 2

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Sincerely,



for MARIE J. PETRY  
Senior Environmental Planner  
Special Studies

cc: Tay Dam/FHWA  
Shawn Oliver/ FHWA  
Larry Vinzant/ FHWA  
Susan Meyer/USACE  
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December 20, 2010

Mr. Jim Bartel  
Field Supervisor  
United States Department of the Interior  
Fish and Wildlife Service  
Ecological Services  
6010 Hidden Valley Road  
Calrsbad, CA 92009

Dear Mr. Bartel:

**Request for Agreement on Modified Range of Alternatives for Mid County Parkway**

The Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the other Mid County Parkway (MCP) partner agencies that constitute the Small Working Group (SWG) have developed a modified set of alternatives for the MCP project (please refer to Attachments 1–5). Pursuant to the 2006 National Environmental Policy Act (NEPA)/Clean Water Act Section 404 Memorandum of Understanding (MOU), and on the behalf of the transportation agencies, FHWA is requesting a formal "Agree/Disagree" response from your agency for the modified MCP set of alternatives.

In addition, FHWA, Caltrans, and RCTC request to use the evaluation criteria developed in 2004 and updated to analyze the modified set of alternatives to be studied in the Re-circulated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, and to be used to develop a recommendation on the Least Environmentally Damaging Practicable Alternative (see Attachment 7 of this letter for a complete list of the criteria). This request is also consistent with provisions of Section III at number 5 of the 2006 NEPA/Clean Water Act Section 404 MOU.

Mr. Jim Bartel  
December 20, 2010  
Page 2

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## **ATTACHMENT 1: BACKGROUND INFORMATION ON THE MID COUNTY PARKWAY ALTERNATIVES**

In 2004, the initial set of Mid County Parkway (MCP) project alternatives was developed based on a constraints analysis conducted with a Geographic Information Systems (GIS) database and was reviewed with the Small Working Group (SWG) agencies at monthly meetings. The constraints database included considerations such as Waters of the U.S., sensitive biological habitat and species, Section 4(f) resource avoidance opportunities, engineering constraints, and potential community impacts. This initial set of alternatives is described in Attachment 2. In August 2004, Federal Highway Administration (FHWA) sent a request for preliminary concurrence for the initial set of alternatives to be carried forward in the environmental process. In November and December 2004, the United States Army Corps of Engineers (USACE) and United States Environmental Protection Agency (EPA) provided preliminary concurrence on the initial set of alternatives. A response letter from the United States Fish and Wildlife Service (USFWS) indicated their informal role of providing technical assistance when requested and that the agency would not be providing formal concurrences per the National Environmental Policy Act (NEPA) 404/Memorandum of Understanding (MOU).

After the Notice of Intent (NOI) and Notice of Preparation (NOP) were published in 2004, the California Department of Transportation (Caltrans) conducted a Value Analysis Study in April 2005 to determine whether there were additional alignment refinements that could more effectively and efficiently meet the project Purpose and Need. As a result of the Value Analysis Study, new information became available with regard to the practicability of some of the alternative alignments, as well as opportunities to further avoid or minimize adverse environmental impacts to existing habitat reserves, Section 404 aquatic resources, Section 4(f) properties, and existing communities. In addition, during this same period, the MCP engineering and environmental project team conducted engineering studies, environmental studies, field work, public scoping meetings, and traffic modeling for the MCP project. Based on these studies and analyses, the SWG considered and approved the refined set of alternatives to be evaluated in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The following summarizes the main changes from the initial set of alternative identified in 2004 to the refined set of alternatives identified in 2005 (see Attachment 3 for a description of the revised set of alternatives):

- Eliminated the two alternatives (Alternatives 2 and 3) that included a parkway north of Lake Mathews due to engineering feasibility issues
- Rerouted a segment of Alternatives 4 and 6 away from the Perris Dam
- Renumbered Alternative 8 to Alternative 1B (No Action/No Project General Plan Circulation Element Conditions)
- Added Alternative 9, the Far South Alternative, which avoids the Metropolitan Water District of Southern California (Metropolitan) reserve lands established by the Lake Mathews Multiple Species Habitat Conservation Plan (MSHCP)

In October 2005, FHWA sent a follow-up request for preliminary concurrence on this revised set of Alternatives to be carried forward in the environmental process. In November and December 2005, FHWA received preliminary concurrence on the refined set of alternatives from the USACE and EPA.

A response letter from USFWS indicated their informal role of providing technical assistance when requested and that the agency would not be providing formal concurrences per the NEPA 404/MOU.

In 2007, draft technical studies were completed to analyze potential impacts of the refined set of alternatives and provided to the SWG agencies for their review. Based on the findings of these technical studies, FHWA requested final agreement on the refined set of alternatives to be carried forward in the Draft EIR/EIS for the MCP project, including the two No Build/No Action and five Build Alternatives. In November 2007, the USFWS again sent a letter stating that because they were not involved in developing the Purpose and Need for the MCP project, their agency would not be able to participate in a formal concurrence on the suite of alternatives. In December 2007, the USACE and EPA sent letters to FHWA indicating their final agreement on the refined set of alternatives to be evaluated in the EIR/EIS.

In October 2008, the Draft EIR/EIS for the MCP project was circulated for public review, with the close of the public comment period on January 8, 2009. Two key themes emerged in the public review comments: the cost and timing of available funds for the project and concerns about the impacts to rural communities and existing habitat reserves.

In Spring 2009, to address the concerns identified in public comments on the Draft EIR/EIS, Riverside County Transportation Commission (RCTC) as the lead agency under California Environmental Quality Act (CEQA), FHWA as the lead agency under NEPA, and Caltrans acting as an agent and providing oversight for the NEPA process, developed an approach for completing the EIR/EIS process for the project. This approach modified the MCP project limits from 32 miles (Interstate 15 [I-15] to State Route 79 [SR-79]) to 16 miles (Interstate 215 [I-215] to SR-79) in order to focus transportation funding where the need is the greatest, between I-215 to SR-79. On July 8, 2009, the RCTC Board formally took action to focus the MCP project between I-215 and SR-79 and to prepare a Recirculated Draft EIR/Supplemental Draft EIS (RDEIR/SDEIS) for the modified project.

In early 2010, RCTC, FHWA, and Caltrans worked closely with the federal resource agencies to modify the project Purpose and Need to reflect the revised project limits. In June 2010, the USACE and EPA provided a formal "Agreement" response and USFWS provided a formal "No Comment" response on the modified MCP project Purpose and Need consistent with provisions of Section III at number 5 of the 2006 NEPA/Clean Water Act Section 404 MOU.

RCTC and the MCP project team has also worked closely with FHWA and Caltrans to develop a modified set of alternatives to be evaluated in the RDEIR/SDEIS in response to RCTC's Board action in July 2009. The following summarizes the main changes from the refined set of alternatives evaluated in the Draft EIR/EIS and the modified set of alternatives to be evaluated in the RDEIR/SDEIS (also see Attachments 4, 5, and 6 for a description and map of the modified set of alternatives):

- A. Project limits for the build alternatives change to I-215 in the west and SR-79 in the east. The portion of the original alternatives (2005) west of I-215 is no longer under consideration.
- B. The horizontal alignment for Alternative 9 Modified through the City of Perris has shifted approximately 1000 feet north to avoid Paragon Park.
- C. Alternative 9 Modified would include a local interchange at Redlands Avenue to replace the local interchange previously proposed at Perris Boulevard.

- D. Improvements to I-215 include the following: (1) the addition of one auxiliary lane between the MCP/I-215 systems interchange and the adjacent service interchange to the north and south to facilitate movement from the MCP and the I-215; (2) the addition of an operational/mixed flow lane from MCP to the Van Buren Boulevard Interchange to accommodate additional traffic on the I-215 as a result of the MCP; and (3) the addition of an operational/mixed-flow lane from Nuevo Road to Cajalco-Ramona Expressway to facilitate weaving on the I-215. Previous build alternatives (2005) included collector-distributor roads and realignment of I-215; these improvements are no longer under consideration.



## ATTACHMENT 2: INITIAL SET OF MID COUNTY PARKWAY ALTERNATIVES (2004)

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1	No Project/No Action	2035 traffic on planned street network except for Cajalco Road and Ramona Expressway, which would remain as they exist today	
2	North Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled-access facility north of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
3	North Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled-access facility north of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
4	South Lake Mathews/North Perris Alternative	Provide an 8- to 10-lane controlled-access facility south of Lake Mathews and northerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
5	South Lake Mathews/South Perris Alternative	Provide an 8- to 10-lane controlled-access facility south of Lake Mathews and southerly alignment through Perris	Identified through initial planning, engineering studies, and agency input
6	General Plan/North Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road, and an 8- to 10-lane controlled-access facility east of El Sobrante Road, with a northerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
7	General Plan/South Perris Alternative	Implementation of arterial improvements included in General Plan, including a 6-lane expressway north of Lake Mathews and a 4-lane controlled access arterial south of Lake Mathews, west of El Sobrante Road, and an 8- to 10-lane controlled access facility east of El Sobrante Road, with a southerly alignment through Perris	May meet Purpose and Need without requiring County MSHCP Amendments or impacting reserves beyond what was evaluated in General Plan
8	General Plan Circulation Element Conditions	2035 traffic on the planned network according to the Circulation Element of the Riverside County General Plan	

Alt. = Alternative

MSHCP = Multiple Species Habitat Conservation Plan

### ATTACHMENT 3: REFINED SET OF MID COUNTY PARKWAY ALTERNATIVES (2005)

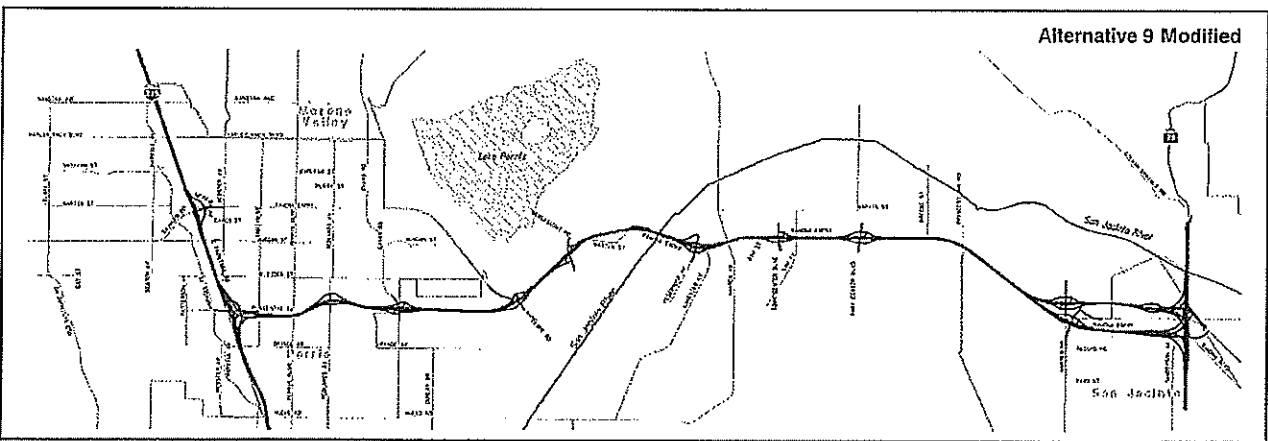
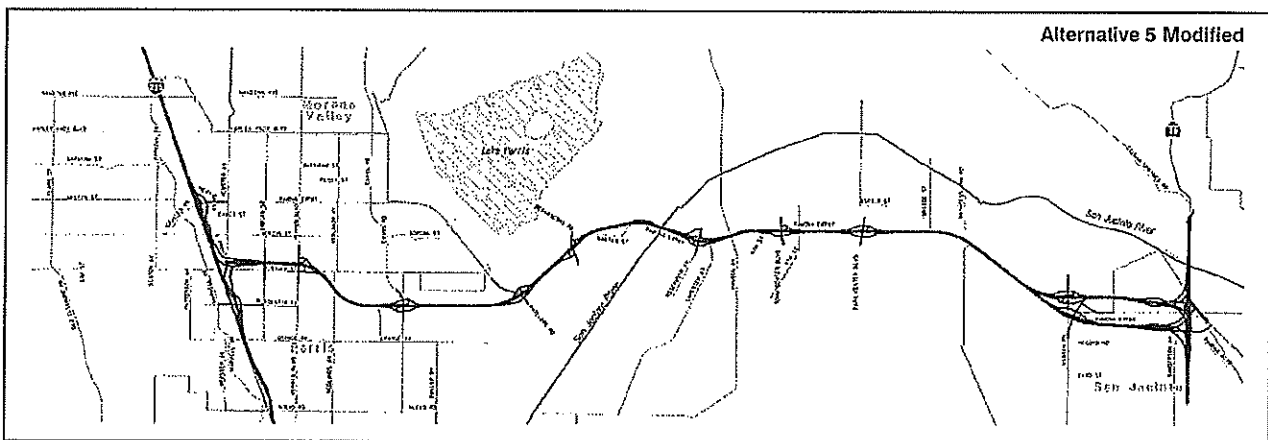
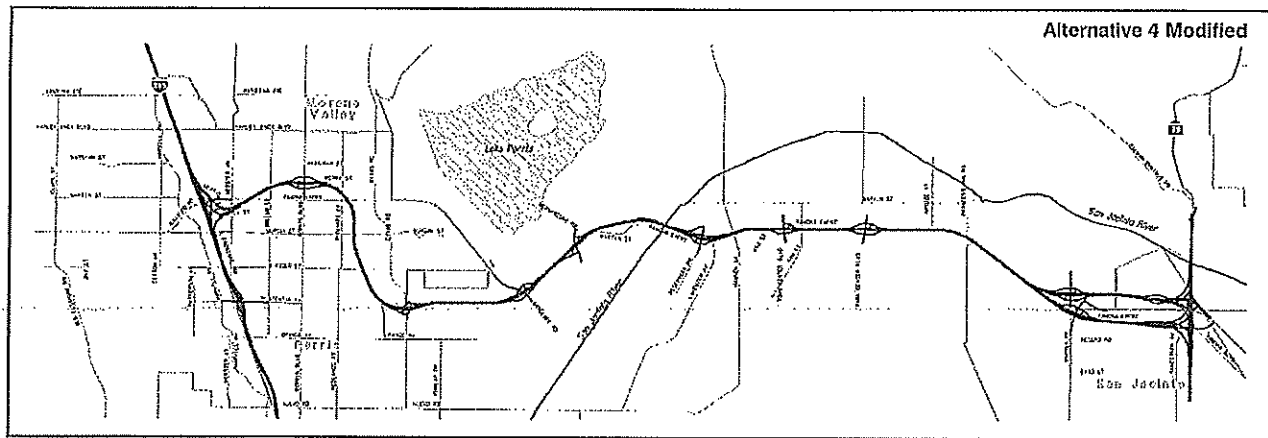
Alt. No.	Alt. Name	Description	Reason for Including/Issues
1A	No Project/No Action; Existing Ground Conditions	2035 traffic on the planned street network except for future improvements to Cajalco Road and Ramona Expressway, which would remain as they exist today	Identified through initial planning
1B	No Project/No Action; General Plan Circulation Element Conditions	2035 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan	Identified through initial planning and renumbered from Alternative 8 to Alternative 1B
4	South Lake Mathews/North Perris (Drain) Alternative	Provide a 6- to 8-lane controlled-access parkway located south of Lake Mathews that follows a northern alignment through the City of Perris, adjacent to the Perris Drain	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005
5	South Lake Mathews/ South Perris (Rider Street) Alternative	Provide a 6- to 8-lane controlled-access parkway located south of Lake Mathews that follows a southern alignment through the City of Perris along Rider Street	Identified through initial planning
6	General Plan/North Perris (Drain) Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new 6- to 8-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road, and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a northern alignment through the City of Perris.	Identified through initial planning and rerouted as a result of engineering feasibility issues identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005
7	General Plan/South Perris Alternative	Implementation of General Plan Circulation Element improvements between I-15 and El Sobrante Road and a new six- to eight-lane controlled-access parkway east of El Sobrante Road to SR-79. Includes a 4-lane urban arterial north of Lake Mathews, a 4-lane controlled-access expressway south of Lake Mathews, west of El Sobrante Road, and a 6- to 8-lane controlled access parkway east of El Sobrante Road. Alternative 6 follows a southern alignment through the City of Perris along Rider Street.	Identified through initial planning
9	Far South/Placentia Avenue Alternative	Provide a 4- to 6-lane controlled-access parkway south of both Lake Mathews and Mead Valley and a 6- to 8-lane controlled-access parkway between Old Elsinore Road and I-215 and a 6- to 8-lane controlled-access parkway between I-215 and SR-79	Identified in engineering studies and the Value Analysis study conducted by Caltrans in 2005 to avoid the Metropolitan Water District of Southern California Habitat Conservation Plan Reserve

Alt. = Alternative  
Caltrans = California Department of Transportation  
I-215 = Interstate 215  
SR-79 = State Route 79

# ATTACHMENT 4: MODIFIED SET OF MID COUNTY PARKWAY ALTERNATIVES (2010)

Alt. No.	Alt. Name	Description	Reason for Including/Issues
1A	No Project/No Action; Existing Ground Conditions	2040 traffic on the planned street network except for Ramona Expressway, which would remain as it exists today	Identified through initial planning
1B	No Project/No Action; General Plan Circulation Element Conditions	2040 traffic levels on the planned street network, according to the Circulation Element of the Riverside County General Plan	Identified through initial planning
4 Modified	North Perris (Drain) Alternative	Provide a 6-lane controlled-access freeway between I-215 in the west and SR-79 in the east that follows a northern alignment through the city of Perris, adjacent to the Perris Drain.	Project limits modified in response to the concerns expressed during public review of the Draft EIR/EIS circulated October 2008 to January 2009
5 Modified	South Perris (Rider) Alternative	Provide a 6-lane controlled-access freeway between I-215 in the west and SR-79 in the east that follows an alignment through the City of Perris along Rider Street	Project limits modified in response to the concerns expressed during public review of the Draft EIR/EIS circulated October 2008 to January 2009
9 Modified	Placentia Avenue Alternative	Provide a 6-lane controlled-access freeway between I-215 in the west and SR-79 in the east that follows a southerly alignment through the City of Perris along Placentia Avenue	Project limits modified in response to the concerns expressed during public review of the Draft EIR/EIS circulated October 2008 to January 2009

Alt. = Alternative  
 EIR = Environmental Impact Report  
 EIS = Environmental Impact Statement  
 I-215 = Interstate 215  
 SR-79 = State Route 79



Attachment 5

SOURCE: TBM (2006), Jacobs Engineering (11/2010)



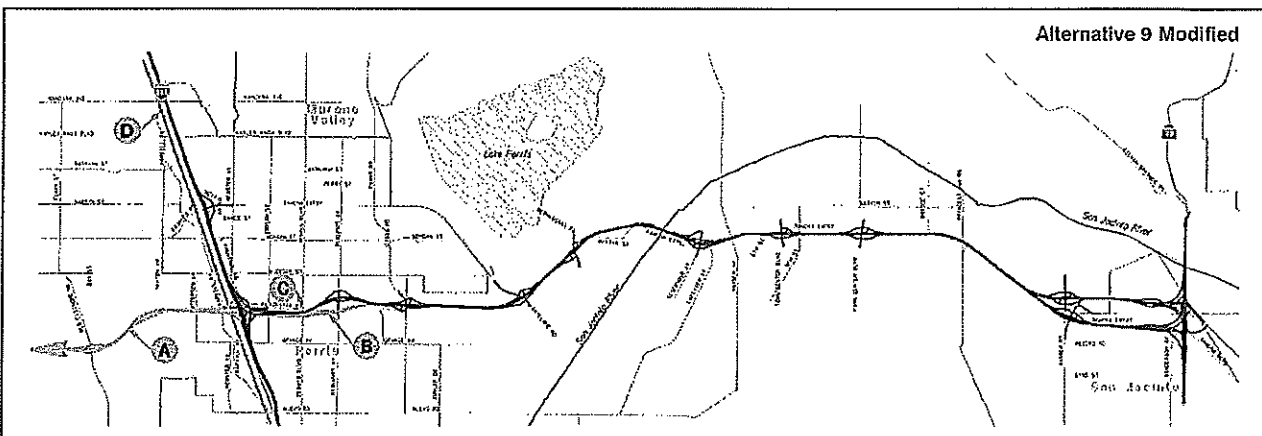
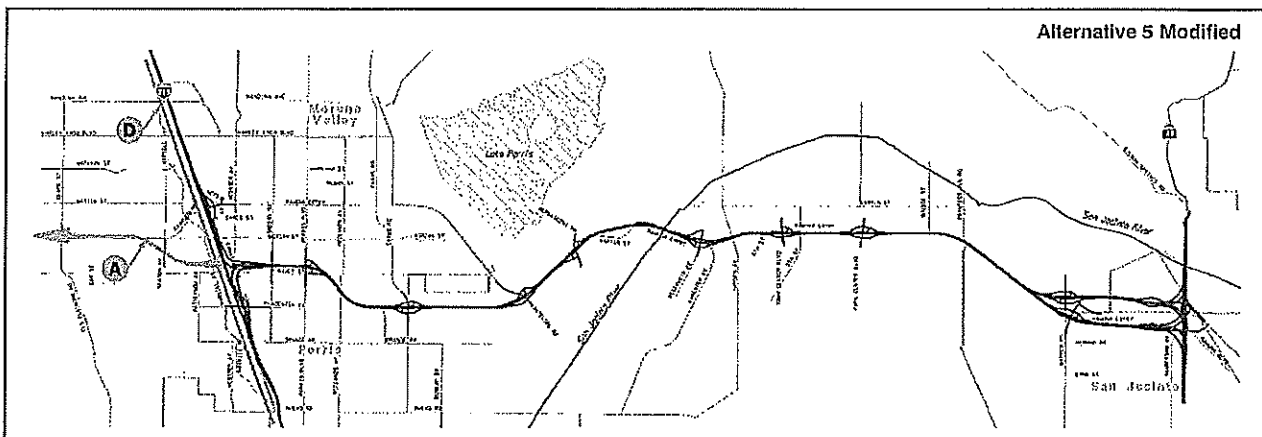
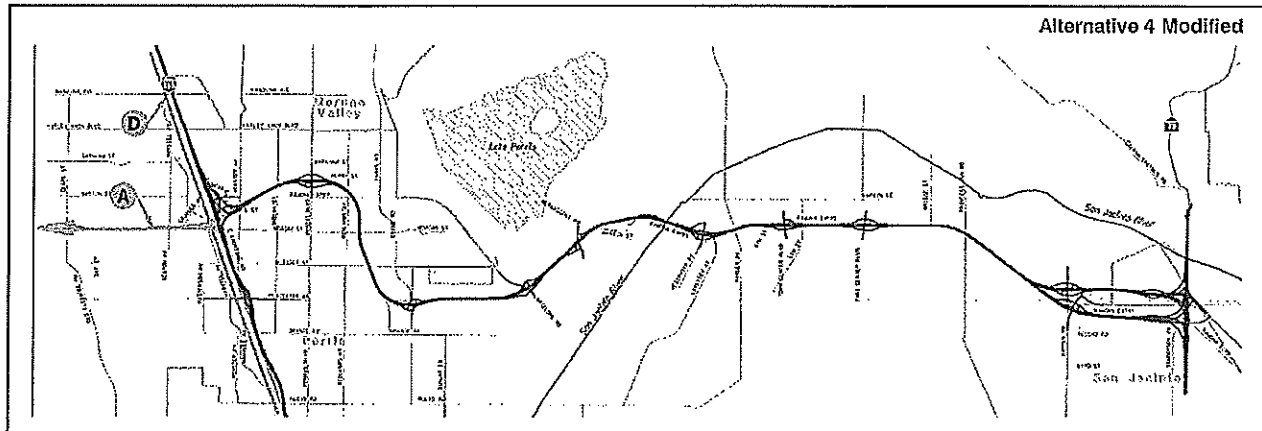
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0 0.75 1.5 MILES

Alternatives 4, 5, and 9 Modified (2010)

EA 08-0F3200



I:\CV531\G\Altis 4, 5 & 9 Mod-9-2010.cdr (11/12/10)



**LEGEND**

- Build Alternatives 4, 5, 9 Modified (2010)
- Portions of Build Alternatives 4, 5, 6, 7, 9 (2005) No Longer Under Consideration
- Refers to Referenced Text in Attachment 1 Background Information (pages 2 and 3)

Attachment 6

SOURCE: TBM (2006), Jacobs Engineering (11/2010)



0 1.2 2.4 KILOMETERS  
0 0.75 1.5 MILES

Comparison of Build Alternatives 4, 5, and 9 Modified (2010)  
to Build Alternatives 4, 5, 6, 7, 9 (2005)

EA 08-0F3200





**ATTACHMENT 7:**  
**MID COUNTY PARKWAY—EVALUATION CRITERIA FOR SELECTING THE  
PREFERRED ALTERNATIVE AND LEAST ENVIRONMENTALLY DAMAGING  
PRACTICABLE ALTERNATIVE (PRE-DELIBERATIVE DRAFT)**

## **INTRODUCTION**

On July 8, 2009, the RCTC Board formally took action to refocus the Mid County Parkway (MCP) project between I-215 and SR-79. As a result of the RCTC's Board action, a Recirculated Draft EIR/Supplemental Draft EIS is being prepared for the modified project. This document presents the evaluation criteria to be considered in the NEPA/CEQA review to aid in the selection of the Preferred Alternative and the Least Environmentally Damaging Practicable Alternative (LEDPA) for the modified Mid-County Parkway (MCP) project in western Riverside County, California.

Pursuant to the 2006 *Memorandum of Understanding for the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects in California* (2006 NEPA/404 MOU), the evaluation criteria have been prepared for review and concurrence by the signatory agencies to the NEPA/404 MOU. The criteria are based on the original December 2004 criteria and have been updated to reflect the modified project. The criteria are described below followed by a brief discussion of how the criteria will be applied to assist the U.S. Army Corps of Engineers (Corps) with determining the LEDPA.

## **EVALUATION CRITERIA**

The 2006 NEPA/404 MOU recommends that the checkpoint for the identification of the range of alternatives to be studied in the Draft EIS also include consideration of the criteria used to select and analyze the alternatives. For the MCP project, a draft evaluation matrix is provided in Attachment A. The criteria are presented in three broad categories, with specific criteria listed under each. These criteria would be applied in the evaluation of all of the modified MCP project alternatives.

### **I. Purpose and Need**

Seven specific criteria make up the Purpose and Need criteria; these are taken directly from the approved Statement of Purpose and Need for the MCP project (June 2010) and are described below. An alternative's ability to meet the project purpose and need is critical to determining whether an alternative is reasonable and practicable.

- 1. Provide Capacity for 2040.** This criterion will measure whether the MCP alternatives provide capacity sufficient to meet 2040 traffic demand in the MCP study area. Metrics may include quantifying vehicle miles of travel, vehicle hours of delay, miles of congested arterials, and travel

time savings both within the MCP study area and at a regional scale for freeways and arterial highways.

2. **Serve regional movement of people and goods.** This criterion will evaluate how well an alternative carries through on long haul trips through the MCP study area, in addition to how well it serves major employment generators.
3. **Provide roadway geometrics to meet State highway design standards.** This criterion will evaluate the degree to which an alternative will meet or exceed State highway design standards. As a new transportation facility, the goal is to provide a design that meets or exceeds State highway design standards in order to provide a high level of traffic safety.
4. **Provide limited access facility.** This criterion will quantify the number of and spacing of access points along an alternative. This criterion will consider the "ultimate" condition of any of the Build Alternatives and would not measure the number of access points at an interim condition of phased implementation.
5. **Accommodate Surface Transportation Assistance Act (STAA) National Priority Network Trucks.** This criterion will measure the degree to which an alternative will either meet or exceed STAA truck requirements.
6. **Provide a facility that is compatible with a future multimodal transportation system.** This criterion will evaluate how well an alternative would accommodate future multimodal opportunities including but not limited to carpool lanes, commuter bikeways, express bus service, bus rapid transit, light rail, and high speed rail proposals currently under study in Southern California.
7. **Provide an effective and efficient connection between and through San Jacinto and Perris.** This criterion will evaluate whether an alternative effectively and efficiently provides a connection between and through San Jacinto and Perris (e.g., an alternative that is circuitous with too many access points would not meet this criterion as well as a more direct route with fewer access points). Effectiveness will be measured by looking at how well an alternative provides system linkages both for highways (e.g., I-215, and SR-79) and transit facilities (e.g., existing and proposed Metrolink stations). Other considerations include the number of congested intersections in 2040, the accident reduction potential (e.g., does the alternative eliminate known hazards along an alignment?), an alternative's compatibility with the local circulation network (i.e., does it bisect local roads making local traffic movement less convenient?), and whether an alternative reduces regional trips on the local highway system.

## **II. Reasonable and Practicable**

The evaluation of alternatives must consider a reasonable range of options that could fulfill the project purpose and need. Reasonable alternatives are those that "are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant" (CEQ, 1981). An alternative is practicable if it: 1) meets the purpose and need; 2) is available and capable of being done (i.e., it can be accomplished within the financial resources that could reasonably be made available and it is feasible from the standpoint of technology and logistics); and, 3) will not create other unacceptable impacts such as severe operation or safety problems, or serious socioeconomic or environmental impacts.

Similarly, the evaluation of alternatives for purposes of the 404(b)(1) Guidelines must consider a reasonable range of practicable alternatives. Practicable is defined in regulation as “available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purposes” (40 C.F.R. 230). Accordingly, the criteria listed below address whether an alternative is “reasonable” (NEPA) and “practicable” (Section 404 of the Clean Water Act [CWA]).

- 1. Cost.** Since cost is a major component in the determination of whether an alternative is “reasonable” as well as “practicable,” this criterion addresses the total cost of each alternative including the costs of construction, right-of-way acquisition, environmental mitigation, and engineering/design. Each of these elements would include administrative costs and contingencies. Future ongoing operation and maintenance costs will also be considered.
  - 1.1 Construction**
  - 1.2 Right-of-Way Acquisition**
  - 1.3 Mitigation**
  - 1.4 Engineering/Design**
- 2. Technological Constraints.** An example of technological constraints might be how the project is designed to be compatible with Metropolitan Water District facilities (e.g., Colorado River Aqueduct)—if, for example, there would be significant safety issues that technologically cannot be adequately addressed or overcome through state-of-the-art engineering methods, design, and/or construction practices or equipment.
  - 2.1 Safety (Non Highway)**
  - 2.2 Engineering Issues**
- 3. Logistical Constraints.** Logistical constraints are those which entail construction methodologies or project features that render an alternative infeasible. Examples might be an alternative that involves long haul routes of borrow or fill material over two lane rural roads, or an alternative that conflicted with existing airport operations.
  - 3.1 Specific parameter/criterion (as applicable)**
  - 3.2 Specific parameter/criterion (as applicable)**
- 4. Other NEPA/404 Criteria.** The NEPA/404 Guidance Paper (provided as an appendix to the 1994 NEPA/404 MOU) lists seven practicability constraints for the initial selection of alternatives. Four of these constraints (meeting purpose and need, cost, operational/safety problems, and logistical/technical constraints) are already reflected in the above criteria for the MCP project. Another is for consideration of demographics relative to transit projects and would not apply to the MCP project. The two other NEPA/404 criteria are listed below for consideration in determining the reasonableness of the MCP alternatives. These criteria would consider social, economic, environmental, or community impacts so severe that they would render an alternative unreasonable. In Section III (Environmental Impacts) below, similar environmental criteria are presented in order to highlight differences for the NEPA decision-makers between those alternatives that have been determined to be Reasonable and Practicable.
  - 4.1 Unacceptable adverse social, economic, or environmental impacts.**
  - 4.2 Serious community disruption**



### III. Environmental Impacts

This category addresses a variety of environmental criteria, including those that are fundamental to the Section 404(b)(1) alternatives analysis and the determination of the LEDPA. Foremost, the 404(b)(1) Guidelines require that the practicable alternative that results in the least adverse impact to aquatic resources be selected unless this alternative would result in other significant adverse environmental impacts (40 C.F.R. 230.10(a)). In making this determination, deference is given to aquatic resources in that it is presumed that practicable alternatives exist that have less adverse impacts on special aquatic sites, and that all practicable alternatives that do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.

1. **Water Resources/Aquatic Ecosystem.** These criteria will assess the quantity of jurisdictional waters/wetlands (including vernal pools) directly impacted by each alternative, the functions and values affected, indirect effects to aquatic resources (e.g., adverse or beneficial effects to hydrology, water quality, and habitat), and cumulative impacts to aquatic resources. As required under the Section 404(b)(1) guidelines and pursuant to the 1990 Memorandum of Agreement between the Corps and EPA, impacts to the aquatic environment will be quantified and compared amongst the alternatives prior to compensatory mitigation. This criterion will also quantify acreages of affected 100-year floodplains. The number of beneficial uses impacted will be quantified and the impact to beneficial uses will be characterized. Finally, an assessment will be provided of each alternative's ability to meet aquatic resource conservation goals of the proposed Special Area Management Plans (SAMP) for Western Riverside County.
2. **Threatened and Endangered Species.** This criterion will assess direct, indirect, and cumulative effects to threatened and endangered wildlife and plant species. Habitat fragmentation and effects on wildlife species movement will be assessed for each alternative.
3. **Plant Communities.** This criterion will assess each alternative's effects on sensitive plant communities and habitat types in the study area.
4. **Effects on Existing Habitat Conservation Plans (HCPs).** This criterion will assess each alternative's effects on the conservation goals of existing HCPs in the study area, including the Stephens Kangaroo Rat HCP.
5. **Western Riverside County MSHCP.** This criterion will assess an alternative's consistency with the Western Riverside County MSHCP. The analysis will assess whether MSHCP conservation goals can be met for a given alternative. Part of this criterion will quantify the amount of mitigation acreage required and will then assess whether such mitigation acreage is available.
6. **Section 4(f) Properties.**<sup>1</sup> Section 4(f) properties include public park and recreation lands, wildlife refuges, and historic sites on or eligible for listing on the National Register of Historic Places (National Register). This criterion will quantify the number of Section 4(f) resources affected by each alternative, including those affected by direct use (right-of-way acquisition) as well as constructive use (effects such as noise and visual impacts). Acreages will be quantified for resources such as existing wildlife refuges. Section 4(f) also applies to archaeological sites listed on or eligible for listing on the National Register that warrant preservation in place. Avoidance, minimization, and mitigation measures will be considered in the determination of which alternative causes the fewest impacts to Section 4(f) resources.

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1 Code of Federal Regulations, Title 23, Part 774.

7. **Section 6(f) Lands.**<sup>1</sup> Direct impacts will be quantified for any impacts (acquisition) to Section 6(f) lands (these are lands that have been acquired or improved using grants through the Land and Water Conservation Fund Act).
8. **Cultural Resources.** In addition to cultural resources that are listed on or eligible for listing on the National Register, which will be addressed under the Section 4(f) criterion above, this criterion will quantify the total number of prehistoric and historic resources affected by each alternative. Adverse impacts will be described for each alternative. Potential impacts to sacred sites identified through Native American consultation will be evaluated.
9. **Land Use Impacts.** This criterion will quantify a number of different land use impacts including business/residential access impacts, and farmlands affected (including Prime, Unique, and Farmlands of Statewide/Local Importance). Consistency with General Plan Land Use Elements (for Riverside County and the cities of San Jacinto and Perris) will also be assessed under this criterion.
10. **Socioeconomic/Community Impacts.** This criterion will focus on several areas of concern to the local communities, including disruptions to existing travel patterns, community service disruptions (such as police, fire, emergency medical services), number of business/residential displacements, and neighborhood/community values impacts (i.e., will an alternative divide or disrupt an established neighborhood?). In addition, any environmental justice considerations (potential for disproportionate impacts to low income and/or minority communities) will be addressed under this criterion. Support of an alternative by the affected local jurisdictions, community groups, and the general public will also be noted for each alternative.
11. **Air Quality.** This criterion will measure differences in emissions between alternatives and note, which alternatives, if any, would result in emissions standards being exceeded.
12. **Noise.** These criteria will assess noise impacts to sensitive receptors along each alternative. The criterion will quantify both the number of receptors affected and the amount of noise mitigation required.

## CRITERIA APPLICATION

The intent of the early identification and consistent application of the evaluation criteria is twofold: (1) to establish a transparent process for objectively selecting the Preferred Alternative/LEDPA, and (2) ensure that the process is compliant with all applicable laws and regulations. For the MCP project, the evaluation criteria have been identified and categorized to address the key decision points in the NEPA and Section 404 of the CWA processes. These broad categories of evaluation criteria are described above in Sections I through III and are presented in matrix form in Attachment A. The three categories are as follows: (1) Purpose and Need; (2) Reasonable and Practicable; and (3) Environmental Impacts. Alternatives would be subject to evaluation under Category III (Environmental Impacts) only after an alternative was determined to meet Purpose and Need and be Reasonable and Practicable.

All proposed alternatives would undergo a rigorous and equivalent analysis commensurate with the severity and extent of project impacts. The assumptions relating to on-site design variations, such as

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1 Land and Water Conservation Fund Act of 1965.

bridging, reduced cut-and-fill activity, lane or median widths, slopes, and retaining structures will be uniformly applied to all alternatives.

The federal CWA Section 404(b)(1) guidelines require that the practicable alternative that would involve the least adverse impact to aquatic resources be chosen unless this alternative would have other significant adverse environmental consequences (40 CFR 230.10(a)). Similarly, Section 4(f) (codified at 23 CFR 774) allows the transportation agency to reject an alternative as not feasible or prudent if “unacceptable adverse environmental impacts” would result (FHWA, November 15, 1989). Thus, both regulations allow the potential for other significant environmental impacts to override either protection of aquatic resources under Section 404 or preservation of public park and recreation lands, wildlife refuges, and historic sites under Section 4(f).

The NEPA/404 MOU Guidance Paper further notes that: “Sometimes the only practicable alternatives that are available would either fill aquatic resources or impact Section 4(f) resources. Thus, in some circumstances it may be necessary to accept impacts to one resource in order to avoid or minimize impacts to another resource. The alternatives analysis should reflect the equal consideration of Section 4(f) and Section 404 concerns when evaluating alternatives. However, this equal consideration may change depending upon specific project and community circumstances, and the magnitude of the impacts. The alternative that would result in the least overall environmental harm as determined through discussions with regulatory and resource agencies needs to be selected.” For the MCP project, the criteria presented above provide for this equal consideration of Section 4(f) and Section 404 concerns, while integrating the evaluation of other important environmental factors such as threatened/endangered species and the affected communities.

<b>CRITERIA</b>
1.6 Water Quality Construction Impacts
1.7 Water Quality Permanent Impacts
<b>2. THREATENED AND ENDANGERED SPECIES</b>
2.1 Species/Populations Affected (Wildlife)
2.2 Species/Populations Affected (Plants)
<b>3. PLANT COMMUNITIES</b>
3.1 Sensitive Plant Communities Affected
<b>4. EFFECTS ON EXISTING HCPS</b>
4.1 SKR HCP AREAS
<b>5. WESTERN RIVERSIDE COUNTY MSHCP</b>
5.1 MSHCP Consistency Determination
5.2 Conservation Goals Met
5.3 Mitigation Acreage Required
5.4 Mitigation Acreage Available
<b>6. SECTION 4(f) RESOURCES</b>
6.1 Section 4(f) Resources - direct use
6.2 Section 4(f) Resources - constructive use
<b>7. SECTION 6(f) LANDS</b>
7.1 Section 6(f) Lands Affected
<b>8. CULTURAL RESOURCES</b> (includes sites not eligible for National Register)
8.1 Prehistoric Archaeological Resources
8.2 Historic Archaeological/Architectural Resources
8.3 Sacred Sites
<b>9. LAND USE IMPACTS</b>
9.1 Business/Residential Access Impacts
9.2 Consistency with General Plan Land Use Element
9.2A. Cities of San Jacinto, Perris, & Corona
9.2B. County of Riverside
9.3 Farmland Impacts
<b>10. SOCIOECONOMIC/COMMUNITY IMPACTS</b>
10.1 Business Displacements
10.2 Residential Displacements
10.3 Travel Pattern Disruptions

### Attachment A – Evaluation Criteria for the MCP Alternatives

<b>CRITERIA</b>	
<b>I. PURPOSE AND NEED</b>	
1. Provide capacity for 2040	
2. Serve regional movement of people and goods	
3. Provide roadway geometrics to meet State Highway design standards	
4. Provide limited-access facility	
5. Accommodate STAA trucks	
6. Provide a facility that is compatible with a future multimodal transportation system	
7. Provide an effective and efficient connection between and through San Jacinto and Perris	
<b>II. REASONABLE AND PRACTICABLE</b>	
<b>1. COST</b>	
1.1 Construction <sup>1</sup>	
1.2 Right-of-Way Acquisition	
1.4 Mitigation <sup>2</sup>	
1.3 Total (Construction, Mitigation, ROW)	
1.5 Engineering/Design	
<b>2. TECHNOLOGICAL CONSTRAINTS</b>	
2.1 Safety (Non-Highway)	
2.2 Engineering Issues	
<b>3. LOGISTICAL CONSTRAINTS</b>	
3.1 Logistical Constraints	
<b>4. OTHER NEPA/404 CRITERIA</b>	
4.1 Unacceptable Adverse Social, Economic, or Environmental Impacts	
4.2 Serious Community Disruption	
<b>III. ENVIRONMENTAL</b>	
<b>1. WATER RESOURCES/AQUATIC ECOSYSTEM</b>	
1.1 Jurisdictional Waters/Wetlands (Impacts to Waters of the U.S.) including vernal pools	
1.1A. California Department of Fish and Game Riparian Area	
1.2 Functions/Values Affected	
1.3 Consistent with SAMP goals	
1.4 Floodplain Impacts	
1.5 Beneficial Uses Affected	

<b>CRITERIA</b>	
10.4	Environmental Justice Concerns
10.5	Community Service Disruptions (EMS, fire, police)
10.6	Neighborhood/Community Impacts
10.7	Schools
10.8	Support by Local Jurisdictions, Community Groups, and Public
<b>11. AIR QUALITY IMPACTS</b>	
11.1	Criteria Pollutant Emissions in the MCP Region
11.2	Exceedances of NAAQS Emission Standards
<b>12. NOISE IMPACTS</b>	
12.1	Sensitive Receptors Affected
12.2	Amount of Mitigation Required

<sup>1</sup> Construction cost includes mitigation costs for each alternative

<sup>2</sup> Environmental Mitigation Costs include cost to purchase acreage for mitigation and combined wildlife crossing culverts

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX

75 Hawthorne Street  
San Francisco, CA 94105

JAN 31 2011

Shawn Oliver  
Federal Highway Administration  
650 Capitol Mall, #4-100  
Sacramento, California 95814

Dear Mr. Oliver:

The U.S. Environmental Protection Agency (EPA) is writing in response to the December 20, 2010 California Department of Transportation (Caltrans) request for "Agreement" on the Modified Range of Alternatives for the Mid County Parkway (MCP) Project, Riverside County, California. The purpose of this letter is to express EPA's "Agreement" with the Modified Range of Alternatives in accordance with the April 2006 *National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU)*.

Caltrans, on behalf of Federal Highway Administration (FHWA) the lead federal agency under NEPA, is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) to improve west-east transportation in western Riverside County between Interstate 215 in the west and State Route (SR) 79 in the east. The original DEIS examined a larger 32-mile corridor from SR 79 west to Interstate 15. EPA has coordinated with Caltrans, Riverside County Transportation Commission, as well as the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service, in the development and review of the Modified Range of Alternatives during interagency meetings. We are pleased that the comments of the federal regulatory agencies have been addressed through the NEPA/404 MOU coordination process. EPA agrees with the Modified Range of Alternatives as identified in the materials submitted to EPA on December 20, 2010.

Thank you for this opportunity to participate in the development of the MCP Range of Alternatives. We look forward to continued participation in this project through the NEPA/404 MOU process. If you have any questions, please feel free to contact Susan Sturges at 415-947-4188 ([sturges.susan@epa.gov](mailto:sturges.susan@epa.gov)), the lead reviewer for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Sturges", with a stylized flourish at the end.

Connell Dunning, Transportation Team  
Supervisor  
Environmental Review Office  
Communities and Ecosystems Division



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DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, CORPS OF ENGINEERS  
P.O BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

REPLY TO  
ATTENTION OF:  
Regulatory Division

January 31, 2011

Ms. Marie J. Petry  
Senior Environmental Planner  
State of California, Department of Transportation  
District 8, Environmental Planning (MS 821)  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
San Bernardino, California 92401-1400

Dear Ms. Petry:

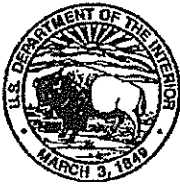
I am responding to your request for the U.S. Army Corps of Engineers' (Corps) agreement on the modified range of alternatives to be evaluated in the **Mid-County Parkway (MCP) Project** Draft Re-circulated Environmental Impact Report/Draft Supplemental Environmental Impact Statement (DREIR/DSEIS) pursuant to "Checkpoint B" in the *National Environmental Policy Act/Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (April 2006). Based on the information contained in Attachments 1 through 6 of your December 20, 2010 Checkpoint B correspondence, we agree with the modified set of alternatives, namely: Alternatives 1A, 1B, 4 Modified, 5 Modified and 9 Modified. This letter of agreement supersedes our December 14, 2007 letter of concurrence on the 'refined' set of MCP alternatives which had been evaluated in the 2008 Draft EIR/EIS before the MCP project was re-scoped and re-designed in 2009-10.

I am forwarding a copy of this correspondence to Mr. Tay Dam, Federal Highway Administration, Los Angeles Metro Office, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017; Ms. Cathy Bechtel, Riverside County Transportation Commission, 4080 Lemon Street, 3<sup>rd</sup> Floor, Riverside, CA 92501; Ms. Susan Sturges, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105; and Ms. Karin Cleary-Rose, U.S. Fish and Wildlife Service, Ecological Services, 6010 Hidden Valley Road, Suite 101, Carlsbad, CA 92011.

We look forward to our on-going participation in the MCP Small Working Group meetings and the opportunity to review a copy of the administrative draft REIR/SEIS when it becomes available. Should you have any questions or need additional information, please contact Ms. Susan A. Meyer, Senior Project Manager, of my staff at (808) 438-2137 or electronically at [susan.a.meyer@uace.army.mil](mailto:susan.a.meyer@uace.army.mil). Assisting the regulated public is important to us, so your feedback and comments on your experience with our Regulatory Program office are appreciated.

CC: Marie Petry, California Department of Transportation  
Cathy Bechtel, Riverside County Transportation Commission

CC via email: Karin Cleary-Rose, U.S. Fish and Wildlife Service  
Susan Meyer, U.S. Army Corps of Engineers  
Scott Dawson, California Department of Fish and Game  
Rob McCann, LSA Associates, Inc.  
John Chisholm, Caltrans District 11



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
6010 Hidden Valley Road, Suite 101  
Carlsbad, California 92011



In Reply Refer To:  
FWS-WRIV-08B0080-11TA0245

RECEIVED  
FEB 03 2011

JAN 28 2011

Ms. Marie J. Petry  
Department of Transportation  
District 8, Environmental Planning (MS 821)  
464 West 4<sup>th</sup> Street, 6th Floor  
San Bernardino, California 92401-1400

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

Subject: Request for Agreement on the Modified Range of Alternatives for the Mid County Parkway Project, Riverside County, California

Dear Ms. Petry:

This letter responds to your request dated December 20, 2010, for formal agreement on the modified range of alternatives for the Mid County Parkway project pursuant to the National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects (NEPA/404 MOU). By transmittal of this letter we provide our agreement with the range alternatives you have identified for analysis in the Re-circulated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement. The modified set of alternatives included as Attachments 4 and 5 with your request.

Your letter also requests that the evaluation criteria developed in 2004 be used to identify the Least Environmentally Damaging Alternative. The 2004 criteria were included as Attachment 7 to your letter. We did not participate in the development of the evaluation criteria in 2004, but have no objection to the criteria presented. We do recommend that consistency with the Special Area Management Plan (SAMP) goals be removed from the evaluation criteria for Water Resources/ Aquatic Ecosystem, because there is no SAMP in the San Jacinto Watershed at this time.

We appreciate the opportunity to participate in the transportation planning process and look forward to our continued coordination in these matters. If you have any question regarding this letter, please contact Karin Cleary-Rose of this office at (760) 431-9440 ext. 228.

Sincerely,

Kennon A. Corey  
Assistant Field Supervisor

TAKE PRIDE  
IN AMERICA

You are invited to complete our customer survey located at the following website:  
<http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

A handwritten signature in black ink, appearing to read "Spencer D. MacNeil". The signature is fluid and cursive, with the first name "Spencer" and last name "MacNeil" clearly distinguishable.

Spencer D. MacNeil, D. Env.  
Chief, Transportation and Special Projects Branch



DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, US ARMY CORPS OF ENGINEERS  
P.O. BOX 532711  
LOS ANGELES, CALIFORNIA 90053-2325

December 18, 2013

Ms. Cathy Bechtel  
Director of Planning and Programming  
Riverside County Transportation Commission  
4080 Lemon Street  
P.O. Box 12008  
Riverside, California 92502

Dear Ms. Bechtel:

Reference is made to your request, dated December 12, 2013, for a Department of the Army preliminary jurisdictional determination (PJD) for the proposed Mid-County Parkway (MCP) Project located in the approximately 16-mile-long east-west transportation corridor study area between the cities of San Jacinto and Perris in western Riverside County, California (refer to Corps File No. SPL-2013-00225).

Based on available information, including data presented in the *Mid-County Parkway Jurisdictional Delineation and Assessment Report* ("report"; dated December 2013), it appears waters of the United States (U.S.) may be present within the transportation study area in the approximate locations noted on the maps and drawings contained in Appendix A of the subject report. Specifically, the report identifies 82 separate drainage features and/or wetlands occurring within the PJD review area. All referenced supporting technical documents, maps, and photographs are contained in our official administrative record.

The basis for the PJD can be found on the enclosed "Preliminary Jurisdictional Determination Form" (Enclosure). Please sign and date the enclosed form and return it to the Los Angeles District Regulatory Division office within two weeks of the date of this letter. Preliminary JDs are non-binding written indications that there may be waters of the U.S., including wetlands, on a parcel or indications of the approximate location(s) of waters of the U.S. or wetlands on a parcel. Preliminary JDs are advisory in nature and may not be appealed. As the permit applicant who requested this PJD you are hereby advised of your option to request and obtain an approved jurisdictional determination for this site. The option to obtain an approved JD in this instance and at this time has been declined. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all waters and wetlands that would be affected in any way by the permitted activity on the site as if they are jurisdictional waters of the U.S.

Please note that PJDs may not be appealed through the Corps' administrative appeal process prescribed at 33 CFR part 331. Further, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 CFR part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 CFR § 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether Clean Water Act (CWA) jurisdiction exists over a site,

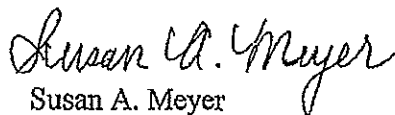
or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

In addition, it is noted that as part of the State Route 79 (SR-79) Realignment Project the Los Angeles District issued an approved JD on April 14, 2011 that included two aquatic features, referred to in the MCP Project report as "CP008" and "CP0010" that occur in an area common to both the MCP Project study area and the SR-79 Realignment Project study area (i.e., overlapping study areas). The SR-79 Realignment Project approved JD found both aquatic features to be intra-state, isolated aquatic features that do not support inter-state or foreign commerce and therefore, are not regulated under section 404 of the CWA (reference Corps File No. SPL-2004-00289-SJH). Accordingly, we have excluded these two sites from the MCP PJD. The SR-79 Realignment Project approved JD remains valid and will expire April 14, 2016, unless new information warrants revision of the determination before the expiration date.

This determination has been issued to identify the extent of the Corps' section 404 of the CWA geographic jurisdiction on the MCP Project site identified in your request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant(s) are U.S. Department of Agriculture (USDA) program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

Thank you for participating in the Regulatory program. If you have any questions, please contact me at (808) 835-4599 or via e-mail at [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil). Please complete the customer survey form at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey), which would help our organization evaluate and improve the regulatory experience for others.

Sincerely,



Susan A. Meyer  
Transportation & Special Projects Branch

Enclosure

## PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

District Office: Los Angeles District File/ORM #: SPL-2013-00225 PJD Date: 12/18/2013

State	CA	City/County	Riverside	Name/Address of Person Requesting PJD	Cathy Bechtel Riverside County Transportation Commission (RCTC) P.O. Box 12008, Riverside, California 92502
Nearest Waterbodies:		Perris Valley Channel and San Jacinto River			
Location: TRS,		MCP Project Reaches 6, 7, and 8, including			
Lat/Long or UTM:		multiple drainage systems and miscellaneous unnamed drainages - See Appendix A of this form			

Identify (Estimate) Amount of Waters in the Review Area:				Name of Any Water Bodies on the Site Identified as Section 10 Waters:		Tidal:	NA
Non-Wetland Waters:				Stream Flow:		Non-Tidal:	NA
	linear ft	width	31.38 acres	See Appendix A of this form			
Wetlands:		29.47 acre(s)	Cowardin Class:	See Appendix A of this form			
						<input checked="" type="checkbox"/> Office (Desk) Determination	Date of Field Trip:
						<input type="checkbox"/> Field Determination	NA

**SUPPORTING DATA:** Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: JD Report, Appendix A, Figures 4.1- 4.10 (LSA 2013)
- ☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.  
☒ Office concurs with data sheets/delineation report.  
☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps.
- ☐ Corps navigable waters' study: \_\_\_\_\_
- ☐ U.S. Geological Survey Hydrologic Atlas:  
☐ USGS NHD data.  
☐ USGS 8 and 12 digit HUC maps.
- ☐ U.S. Geological Survey map(s). Cite quad name: \_\_\_\_\_
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation: \_\_\_\_\_
- ☐ National wetlands inventory map(s). Cite name: \_\_\_\_\_
- ☐ State/Local wetland inventory map(s): \_\_\_\_\_
- ☐ FEMA/FIRM maps: \_\_\_\_\_
- ☐ 100-year Floodplain Elevation is: \_\_\_\_\_
- ☐ Photographs: ☐ Aerial (Name & Date): \_\_\_\_\_  
☐ Other (Name & Date): \_\_\_\_\_
- ☐ Previous determination(s). File no. and date of response letter: \_\_\_\_\_
- ☐ Other information (please specify): \_\_\_\_\_

**IMPORTANT NOTE:** The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Russell A. Meyer 18 Dec 2013  
 Signature and Date of Regulatory Project Manager  
 (REQUIRED)

Chet [Signature] LSA Assoc. 11/21/2014  
 Signature and Date of Person Requesting Preliminary JD  
 (REQUIRED, unless obtaining the signature is impracticable)

### EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

- The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.
- In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance



upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

## PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

### Appendix A – Sites

District Office: Los Angeles District File/ORM #: SPL-2013-00225 PJD Date: 12/18/2013

State CA City/County Riverside Person Requesting PJD Cathy Bechtel, RCTC

Site Number	Latitude	Longitude	Cowardin Class	Flow	Est. Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
REACH 6 (refer to <i>Mid-County Parkway Jurisdictional Delineation &amp; Assessment Report</i> , Appendix A, Figures 4.1, 4.2, 4.3, 4.4, 4.5 and 4.6, dated December 2013)						
Drainage System 57	33.870015	-117.262314	Riverine	Intermittent	0.21 acre non-wetland 0.05 acre wetland	Section 404 non-wetland and wetland
Drainage System 58	33.850378	-117.253866	Palustrine, scrub-shrub	Intermittent	< 0.01 acre non-wetland 0.03 acre wetland	Section 404 wetland and non-wetland
Drainage System 59	33.841832	-117.246011	Riverine	Ephemeral	0.35 acre non-wetland	Section 404 non-wetland
Drainage System 60	33.825683	-117.207996	Riverine	Perennial	4.6 acres non-wetland 1.76 acres wetlands	Section 404 non-wetland and wetland
CM 31	33.847048	-117.234876	Lacustrine	Ephemeral	0.46 acre	Section 404 wetland
Miscellaneous 109	33.8432951	-117.253260	Riverine	Ephemeral	0.04 acre	Section 404 non-wetland
Miscellaneous 117	33.8426467	-117.253602	Riverine	Ephemeral	0.06 acre	Section 404 non-wetland
Miscellaneous 135A	33.8302990	-117.230536	Riverine	Ephemeral	0.27 acre	Section 404 non-wetland
Miscellaneous 110	33.8641690	-117.261449	Riverine	Ephemeral	0.05 acre	Section 404 non-wetland
Miscellaneous 111	33.8642157	-117.261194	Riverine	Ephemeral	0.03 acre	Section 404 non-wetland
Miscellaneous 112	33.8622765	-117.260659	Riverine	Ephemeral	0.03 acre	Section 404 non-wetland
Miscellaneous 113	33.8638304	-117.259630	Riverine	Ephemeral	0.10 acre	Section 404 non-wetland
Miscellaneous 114	33.8600213	-117.259200	Riverine	Ephemeral	0.22 acre	Section 404 non-wetland
Miscellaneous 115	33.8548076	-117.256859	Riverine	Ephemeral	0.14 acre	Section 404 non-wetland
Miscellaneous 116	33.8534788	-117.255791	Riverine	Ephemeral	< 0.01 acre	Section 404 non-wetland
Miscellaneous 118	33.8451313	-117.252832	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 119	33.8445751	-117.252089	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 120	33.8452957	-117.250110	Riverine	Ephemeral	0.18 acre	Section 404 non-wetland
Miscellaneous 121	33.8394479	-117.248416	Riverine	Ephemeral	0.03 acre	Section 404 non-wetland
Miscellaneous 122	33.8230344	-117.248091	Riverine	Ephemeral	0.06 acre	Section 404 non-wetland

Miscellaneous 123	33.8441535	-117.248329	Riverine	Ephemeral	0.11 acre	Section 404 non-wetland
Miscellaneous 124	33.8231895	-117.246530	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 125	33.8344352	-117.246391	Riverine	Ephemeral	0.11 acre	Section 404 non-wetland
Miscellaneous 126	33.8286841	-117.245299	Riverine	Ephemeral	0.10 acre	Section 404 non-wetland
Miscellaneous 127	33.8321105	-117.244868	Riverine	Ephemeral	0.03 acre	Section 404 non-wetland
Miscellaneous 128	33.8312627	-117.244677	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 129	33.8230160	-117.244242	Riverine	Ephemeral	0.07 acre	Section 404 non-wetland
Miscellaneous 130	33.8331591	-117.243559	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 131	33.8245339	-117.243438	Riverine	Ephemeral	0.04 acre	Section 404 non-wetland
Miscellaneous 132	33.8283052	-117.243423	Riverine	Ephemeral	0.49 acre	Section 404 non-wetland
Miscellaneous 133	33.8235150	-117.243319	Riverine	Ephemeral	0.62 acre	Section 404 non-wetland
Miscellaneous 134	33.8234502	-117.242946	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 135	33.8306293	-117.241861	Riverine	Ephemeral	0.08 acre	Section 404 non-wetland
Miscellaneous 136	33.8238292	-117.241287	Riverine	Ephemeral	0.24 acre	Section 404 non-wetland
Miscellaneous 137	33.8175109	-117.240569	Riverine	Ephemeral	0.08 acre	Section 404 non-wetland
Miscellaneous 138	33.8228749	-117.240287	Riverine	Ephemeral	0.08 acre	Section 404 non-wetland
Miscellaneous 139	33.8443195	-117.240154	Riverine	Ephemeral	0.12 acre	Section 404 non-wetland
Miscellaneous 140	33.8140423	-117.239184	Riverine	Ephemeral	0.23 acre	Section 404 non-wetland
Miscellaneous 141	33.8146967	-117.238988	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 142	33.8146959	-117.238189	Riverine	Ephemeral	0.05 acre	Section 404 non-wetland
Miscellaneous 143	33.8231144	-117.237264	Riverine	Ephemeral	0.15 acre	Section 404 non-wetland
Miscellaneous 144	33.8227420	-117.237074	Riverine	Ephemeral	<0.01 acre	Section 404 non-wetland
Miscellaneous 145	33.8107055	-117.236933	Riverine	Ephemeral	0.51 acre	Section 404 non-wetland
Miscellaneous 146	33.8235678	-117.237044	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 147	33.8351690	-117.226241	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 148	33.8447815	-117.226002	Riverine	Ephemeral	0.04 acre	Section 404 non-wetland
Miscellaneous 149	33.8354595	-117.225854	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 150	33.8246817	-117.189820	Riverine	Ephemeral	<0.01 acre	Section 404 non-

						wetland
Miscellaneous 151	33.8244470	-117.189621	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 152	33.8234046	-117.189553	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 153	33.8230190	-117.189088	Riverine	Ephemeral	0.01 acre	Non-Section 10 non-wetland
Miscellaneous 154	33.8241676	-117.186981	Riverine	Ephemeral	< 0.01 acre	Section 404 non-wetland
Miscellaneous 155	33.8234255	-117.185475	Riverine	Ephemeral	0.06 acre	Section 404 non-wetland
Miscellaneous 156	33.8235690	-117.183163	Riverine	Ephemeral	0.03 acre	Section 404 non-wetland
Miscellaneous 157	33.8239307	-117.182807	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 158	33.8239433	-117.181063	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 159	33.8239034	-117.173730	Riverine	Ephemeral	0.05 acre	Section 404 non-wetland
Miscellaneous 160	33.8264013	-117.173029	Riverine	Ephemeral	0.23 acre	Section 404 non-wetland
Miscellaneous 160a	33.8264013	-117.173029	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 161	33.8276772	-117.170440	Riverine	Ephemeral	0.48 acre	Section 404 non-wetland
Miscellaneous 162	33.8280942	-117.164458	Riverine	Ephemeral	0.09 acre	Section 404 non-wetland

REACH 7 (refer to *Mid-County Parkway Jurisdictional Delineation & Assessment Report*, Appendix A, Figures 4.6, 4.7, 4.8 and 4.9, dated December 2013)

Reach 7 Agricultural Pond	33.839408	-117.096094	Lacustrine	Perennial	0.36 acre	Section 404 non-wetland
Drainage System 61	33.840758	-117.139284	Palustrine, emergent	Intermittent	0.10 acre non-wetland 1.14 acres wetland	Section 404 non-wetland and wetland
Drainage System 62	33.840778	-117.136060	Palustrine, emergent	Perennial	0.21 acre	Section 404 wetland
Drainage System 63	33.840444	-117.135151	Palustrine, emergent	Ephemeral	0.27 acre non-wetland 1.34 acres wetlands	Section 404 non-wetland and wetland
Miscellaneous 163	33.8298722	-117.163302	Riverine	Ephemeral	0.03 acre	Section 404 non-wetland
Miscellaneous 164	33.8330050	-117.160329	Riverine	Ephemeral	0.04 acre	Section 404 non-wetland
Miscellaneous 165	33.8344161	-117.159863	Riverine	Ephemeral	0.61 acre	Section 404 non-wetland
Miscellaneous 166	33.8340029	-117.158953	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 167	33.8376531	-117.157097	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland
Miscellaneous 168	33.8296859	-117.156542	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 169	33.8337853	-117.156307	Riverine	Ephemeral	0.08 acre	Section 404 non-wetland
Miscellaneous 170	33.8365062	-117.155637	Riverine	Ephemeral	0.02 acre	Section 404 non-wetland
Miscellaneous 171	33.8375417	-117.154774	Riverine	Ephemeral	0.01 acre	Section 404 non-wetland

Miscellaneous 172	33.8400544	-117.063685	Riverine	Ephemeral	0.08 acre	Section 404 non-wetland
Miscellaneous 173	33.8312158	-117.047214	Riverine	Ephemeral	0.04 acre	Section 404 non-wetland
Miscellaneous 174	33.8291106	-117.045224	Riverine	Ephemeral	0.34 acre	Section 404 non-wetland
REACH 8 (refer to <i>Mid-County Parkway Jurisdictional Delineation &amp; Assessment Report</i> , Appendix A, Figures 4.8, 4.9 and 4.10, dated December 2013)						
Drainage System 64	33.820135	-117.019685	Palustrine, emergent	Perennial	1.14 acres non-wetland 7.82 acres wetlands	Section 404 wetland and non-wetland
Drainage System 65	33.823127	-117.015652	Palustrine, emergent	Intermittent	1.88 acres non-wetland 1.67 acres wetlands	Section 404 wetland and non-wetland
Drainage System 66	33.829561	-117.003927	Palustrine, scrub-shrub	Intermittent	0.49 acres non-wetland 14.99 acres wetlands	Section 404 wetland and non-wetland
Drainage System 67	33.837142	-117.003459	Riverine	Ephemeral	14.86 acres non-wetland	Section 404 non-wetland
Miscellaneous 174	33.8291106	-117.045224	Riverine	Ephemeral	0.29 acre non-wetland	Section 404 non-wetland

Notes: Drainage Systems include one or more Cowardin Class and Classes of Aquatic Resource. The classifications assigned to each Drainage System above are based on the majority by acreage of wetland (Palustrine) versus non-wetland (Riverine) waters of the U.S. within each feature. Also, the sum of the acreage totals on the cover page of this PID form (wetland/non-wetland) may not equal the sum of totals above due to rounding.